THE

SUPPLEMENT

TO FELTON'S

TREATISE ON CARRIAGES.

Entered at Stationer's-Hall.

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THE

SUPPLEMENT

TO THE

TREATISE ON CARRIAGES:

COMPREHENDING ALL THE

NECESSARY REPAIRS;

THE MODE AND TERMS FOR HIRING;

WITH INSTRUCTIONS HOW TO

PRESERVE AND PURCHASE

ALL KINDS OF

CARRIAGES AND HARNESS NOW IN USE.

CONTAINING ALSO OTHER

USEFUL INFORMATION THEREON;

WITH THE

PRICES FOR EVERY ARTICLE ANNEXED.

By WILLIAM FELTON, Coachmaker,
No. 36, LEATHER-LANE, HOLBORN.

LONDON:

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1796.

MVSEVM
BRITAN
NICVM

ADVERTISEMENT.

THE AUTHOR, with ſubmiſſion, apologiſes to his friends and the public, for the length of time this publication has been in completing: it being a work entirely of his own compoſing, which, with the difficulty of arranging the tables, and the ſmall portion of time he could ſpare from his engagements in buſiueſs, rendered it unavoidable. The very flattering encouragement, already received from a candid and liberal public, even exceeds his expectations, and demands

his grateful acknowledgments. As he at first premised, so it has since occurred, that some opposition to the work has been experienced from the illiberal part of the trade, by whom it has been insinuated, as a means to prejudice, that many of the prices are erroneous: to this it may be observed, that, in a manufactory, where the articles are numerous, tradesmen will vary something in their charges, according to their several ideas of the profit; but it has been the author's study, uniformly, to make his calcultions and statements with an accuracy and fairness, that may render the whole a just standard, as well on the part of the purchaser as the tradesman; and such as he ever intends to abide by, for work executed in the best manner, as also do many others of the trade; it may therefore be presumed, whoever objects to them as unfair, have only their views to mislead and impose on their employers.

As a proof of the utility, and as a further recommendation of this work, it has been honoured with the encomiums and approbation

tion of ſome the moſt independent and ingenious part of the trade, and, in ſeveral inſtances, it has been introduced as a ſucceſsful arbitrator, under contending circumſtances; having thus far ſucceeded, and diſcharged his duty to the public, and that with ſtrict juſtice to the trade,

He remains, with grateful reſpect,

Their moſt obedient ſervant,

W. FELTON.

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ERRATA.

Page.	*Line.*	
23	6	for pair of mouldings, read piece of moulding
34	2	for 10s. read 12s.
34	11	for 12s read 2s.
37		The head of the third column for Wings read Springs.
41	1	for ſtops read ſteps.
45	4	for front read frame.
63		dele 8th line and read it between the 12th and 13th.
84		For CHAP. III. read IV.

SUPPLEMENTARY

SUPPLEMENTARY OBSERVATIONS ON *REPAIRING, PRESERVING,* AND HIRING CARRIAGES, &c.

TO thoſe who keep carriages, nothing can be more ſatisfactory, than to know what the expences thereof are likely to be for any length of time: as alſo how they may repair or preſerve their carriages, or harneſs, without the riſk of incurring extravagant expences.

The expence of carriages, at the firſt purchaſe, has often proved comparatively ſmall, with the after expence for maintaining them in repairs, principally owing to the want of ſuch inſtructions as might

effectually guard them againſt impoſition, and directions what was proper to be done, as well for the neceſſary repair as the preſervation.

Many perſons have denied themſelves the convenience of a carriage, by anticipating thoſe evils which are well known to have long exiſted; and although many carriages have been kept, yet many more would have been, had the means been deviſed whereby the expences could have been computed with any degree of certainty, and without ſo much trouble in attending to the care of them.

It is by the coachman, gentlemen are uſually biaſſed in what is to be done in the repairs, or alterations of the carriage; and who from intereſted motives, or capricious whims, often go to extravagant lengths, abuſing the implicit confidence their maſters place in them, not only to the ſacrifice of their property, but to the injury of the carriage, which often becomes a kind of property to the coachman or coachmaker, and the proprietor a dupe to one, or both of their artifices.

Coachmakers

Coachmakers are too frequently made ſubſervient to the coachmen, owing to the influence they have with their employers, and are therefore obliged to countenance the impropriety of their orders, if they wiſh to preſerve their cuſtomer. Therefore by ſtating what the probable expence for repairs may be for any length of time, a perſon may judge whether or not he has been taken advantage of by one or the other. It is in conſequence of frequent and expenſive repairs, which gentlemen often experience, that induces them rather to job or hire, than purchaſe a carriage, ſuppoſing by that means to know the extent of their expences; but in that they are frequently diſappointed, by a number of charges for extras, and what is termed accidents, which often exceed the expence of their own carriage. It will therefore be neceſſary to explain the general terms of hiring, and what the expences annexed are likely to be, ſo that a perſon may decide whether the purchaſe or hire be moſt eligible

It is alſo eſſential to know in what manner a carriage may be beſt preſerved, both in ſtrength and beauty; for by neglect, or ignorance, a carriage is as much injured as by uſe. This depends entirely on the care of the ſervant, and is a matter of conſequence to the proprietor to examine as ſcrupulouſly into the merits of the coachman, reſpecting his knowledge of a carriage, as it is of his experience among horſes, or his ſkill in driving them. A proper qualified coachman, made independent of his cuſtomary emoluments, is as valuable a ſervant as any in a gentleman's family; but otherwiſe, is as likely to be one of the worſt, as his expectation of perquiſites often produces extravagant expences to hi, maſter, and brings diſcredit on the builder; it is therefore, for a gentleman to conſider his own advantage, and make an adequate allowance to his ſervant for the emoluments he deprives him of, whereby he may ſecure to himſelf treble advantages.

Many inconveniencies ariſe to gentlemen from not knowing the extent or manner of paying the duties, and, of courſe, miſtakes frequently

quently may happen, in paying more than what is neceſſary, or what the law exacts, and hazards are as often run without an intention to avoid the duties.—To obviate every difficulty ariſing from the want of information relating to the duties, as alſo to the repairing, hiring and preſerving carriages, cannot fail to be of material advantage to every proprietor of a carriage.

CHAP. I.

ON REPAIRS.

IT is in a carriage, as in many other mechanical ſtructures, that in order to repair, the taking to pieces and putting together, coſts more than the repair itſelf, and the charges for trifling things appear enormous; but in general it is taken advantage of by ſome coach-makers, who copiouſly mention in their bills every circumſtance of the job, almoſt to the number of turns of the ſcrews, or blows of the hammer, with a conſtant repetition of driving out, driving in, taking off and putting on, unſcrewing and ſcrewing, nailing and unnailing, unhanging and rehanging, &c. &c. which by ſome is done only to countenance impoſition, by confounding the charge for the job with ſo many different matters, as make it, to a gentleman, incomprehenſible. The ſhorteſt method would be conciſely to ſay, what the repair is, and the price, which is the plan to be obſerved in the following tables.

It may be diſputed by ſome, the probability of fixing a regular price for repairs, on account that they are not always executed with equal

facility; certain it is, that ſometimes a repair will coſt double the labour and time that it uſually does, and as often may be done with half; therefore no exception ſhould be taken on account of theſe accidental circumſtances, but a regular average price charged for all jobs of the ſame kind.

It is next to impoſſibe to ſtate with accuracy every repair that is done to a carriage; for an accident ſometimes may happen in ſuch way that the means of repairing cannot even be ſurmiſed, but muſt be left with the coach-maker to make his own charge for the trouble and time the repairs may coſt him

The nature of repairs is ſo various, that it is neceſſary to arrange them under ſeparate heads, that they may be collected with more eaſe; ſo that if a number of articles of repairs are done, and in a bill are jumbled together under one charge, the ſeparate prices of the different articles ſhould be compared with the amount charged for the whole.

Carriages, if well looked after, ſuffer no material injury with ſtanding by, even to five or ſix years; it is the conſtant work, and frequent waſhings which bring them to decay.

Driving very hard on the ſtones expoſes a carriage to many accidents, either by running againſt others, or breaking by the violence of its uſe; the

ſpring

ſprings and axletrees are moſt likely to fail in thoſe caſes, as the weight and ſtrain lies chiefly on them; and although the coach-maker inſures it for a time from any accident by fair uſe, yet it ought to operate with gentlemen as a matter where their perſonal ſafety and intereſt depend, not to allow their coachman to drive ſo faſt, in particular on rough ſtoney ground, they would thereby avoid danger, and preſerve the carriage from much injury.

SECT. 1.

ON GUARANTEEING OF CARRIAGES.

It is cuſtomary with the builder, to warrant his work, for the firſt ſix or twelve months; but moſtly for twelve; except chaiſes, and they are ſeldom for more than ſix, which is a ſufficient time to prove the quality of either carriage: all failures within that time are obliged to be made good by the builder; ſuch an obligation is neceſſary with ſome, to make them cautious of future expences; yet accidents are unavoidable; however cautious a tradeſman may be; the worſt of which is the failure of the iron work, in particular the axletrees, as from that, the greateſt danger is to be expected. The coach-maker's inſurance extends

to

to the failure of any of the timber or iron work, the plating wearing through, the leather unſewing, the paint or varniſh flying, except if badly managed.

The wheels, though a part of the carriage, are not always included in the inſurance, unleſs ſo expreſſed, though no reaſonable objection can be given; but the reaſon urged is, that carriages are not always uſed alike, by which means the wheels are often more expoſed to injury, particularly by violent driving on the ſtones, which very much racks and tears them to pieces, and would make that inſurance an expenſive charge. Thoſe reaſons, though ſupported by many, are not ſufficient, for the wheels ought to be included with the reſt of the carriage, as the guaranteeing is confined to failures only in conſequence of faulty materials, and not to fair wear; it would be impoſſible to afford the replacing a ſet of wheels, or make good the difference that aroſe from the exceſſive uſe, which ſome make of a carriage, though many gentlemen are diſſatisfied if charged for any thing done in the ſpace of that time which the carriage is warranted for, without conſidering that any part of the carriage may require repair through wear, though it cannot be expected to be any thing very conſiderable, if the work is moderate.

It would ſave much perplexity if a contract at firſt was made with the builder, to maintain the carriage in repair, by the year, after the following rates and manner, which on a compariſon, will prove what the expences for repairs ought to be for any length of time, to any ſort of carriage.

SECT. 2.

A CALCULATION OF THE EXPENCES BY THE TIME THE WHEELS WEAR.

To prove the regular work of a carriage, is to aſcertain it by the wear of the wheels, which being of three ſorts, muſt be computed by the length of time they ſeparately wear; any ſort of wheels, it can only be expected to wear down the iron which rims them, which in general is proportioned to the wheel, and the wheel to the weight of the carriage; but whether ſtraked, hooped or patent, rims; if the timbers wear as long as the iron, the wheels are equally good of their kind.

To

The expences for repairs to a carriage, for any length of time may be aſcertained by the number of wheels that are worn out on it, and which being of three ſorts, wear different lengths of time; for example, the ſtrake-rimmed wheel, on conſtant work, wears out in twelve months; the hoop-rimmed wheel, in fifteen months; the patent-rimmed wheel, in eighteen months. The goodneſs of the wheels may be computed by the number of miles they each run over; the calculation therefore goes for

	MILES
A ſtraked wheel, on rough ſtoney ground, to run - -	1500
Ditto, on ſmooth turnpike road -	2500
A hooped-rim wheel, on rough ſtoney ground	1880
A ditto, on ſmooth turnpike roads -	3120
A patent-rim wheel, on rough ſtoney ground	2250
Ditto, on ſmooth turnpike road -	3750

Light carriages, ſuch as phaetons and chaiſes, in general are uſed but half the year, and that in fair dry weather: when the roads are good, and being alſo lighter on the wheels, the wear is not ſo great on them, and of courſe may be expected to run more miles than the other by about one third; for example, a ſet of ſtrake-wheels to a coach or chariot may run 2500 miles in the country, taking the

the work regular all the year; a ſet of the ſame ſort of wheels, alſo in the country, to a phaeton or chaiſe, 3120, taking the work to be for the ſix ſummer months in each year. The wear of thoſe carriage, except the wheels, is the ſame in proportion to the work they do, and the expence for repairing them is the ſame in proportion; therefore, to compute the expence for each, is to ſtate them all at four years, allowing to the coach and chariot a ſet of wheels annually; to a phaeton or chaiſe, two ſet in four years, ſuppoſing the work to be regular. But the amount for the repairs may be computed by the length of time the wheels laſt, whether longer or ſhorter than what is here ſtated.

EXPENCE OF REPAIRS CALCULATED BY TIME OR WEAR OF THE WHEELS.

Suppoſing that the ſtrake wheels of a coach or chariot is worn out each year; to a phaeton or chaiſe in three years.

		Coach.	Chariot.	Phaetons large.	Phaetons middle,	Small.	Curricle.	Gig.	Whiſkey.
		L. S. D.	L. S. D.	L. S. D.	L. S. D.	L. S. D.	L. S. D.	L. S. D.	L. S. D.
First year.	Repairs -	3 0 0	2 10 0	2 0 0	2 0 0	2 0 0	2 0 0	1 15 0	1 10 0
Second year.	Wheels -	7 10 0	7 10 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
	Repairs -	4 10 0	4 0 0	4 0 0	3 10 0	3 0 0	3 0 0	2 10 0	2 0 0
Third year.	Wheels -	7 10 0	7 10 0	6 12 0	5 11 0	4 10 0	3 10 0	3 2 0	2 11 0
	Repairs -	7 0 0	5 10 0	5 10 0	5 0 0	4 0 0	4 0 0	3 10 0	3 0 0
	Painting -	7 12 0	6 12 0	3 15 0	3 2 6	3 2 6	3 2 6	3 2 6	2 11 0
	Hammer cloth, &c.	7 7 0	7 7 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Fourth year.	Wheels -	7 10 0	7 10 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
	Repairs -	8 10 0	7 0 0	7 0 0	5 10 0	5 10 0	5 10 0	4 10 0	4 0 0
Total for Repairs -		59 19 0	55 9 0	28 17 0	25 13 6	22 2 6	21 2 6	18 9 6	15 12
First coſt of each - -		120 0 0	110 0 0	63 0 0	55 0 0	50 0 0	45 0 0	40 0 0	31 10 0
Total coſt - -		179 9 0	165 9 0	91 17 0	80 13 6	72 4 6	96 2 6	58 9	46 2 0
Value of each carriage at the four years end -		40 0 0	36 10 0	21 0 0	18 10 0	16 10 0	15 0 0	13 0 0	10 0 0
The expence for four years		139 9 0	128 19 0	70 17 0	62 3 0	55 12 6	51 2 6	45 9 6	36 2 0
The Annual expence -		34 17 3	32 4 9	17 14 3	15 10 9	13 18 6	17 15 6	11 7 4	9 0 6

By theſe ſtatements any perſon may compute their expences without being much at a loſs to know whether the purchaſe or hire is preferable; this calculation is for plain ſubſtantial carriages, which in four years having worn out ſuch a number of ſtrake wheels, amount to half the expence of the original purchaſe, and after that time becomes an expenſive charge for repairs: the moſt adviſable plan then is, to diſpoſe of the old carriage while the faſhionlaſts, and the appearance is good, and which then may be ſuppoſed to be worth near one third of its original coſt, excluſive of the ſuperfluous ornaments of no uſe to a ſecond perſon at the diſpoſal.

By the moderate uſe ſome people make of their carriages, the wheels are not worn out in four, five, or ſix years; they may compute their expence to be nearly eight pounds for repairs, during the time the ſtrake wheels are in wear, ten pounds for the hoop wheel, and twelve pounds for the patent rim wheel, hammer-cloths, painting, and other additions excepted.

The expence of harneſs to be uſed with each carriage may be computed at five pounds per annum for a pair, and three pounds for a ſingle harneſs.

From theſe ſtatements a perſon may judge of the fairneſs of his uſage, either by his coachman or coach-maker;

coach-maker; for if the expence much exceeds this, the carriage muſt be badly built, or unfairly uſed.

SECT 3.

PREPARATIONS FOR REPAIRS.

In repairing the upper carriage with any new timber, the body muſt be taken off, and if the failure is in one of the tranſoms, or bars, that end is obliged to be taken aſunder; the iron work muſt alſo be taken off, but if the failure lies in the perch, the carriage muſt be wholly taken to pieces.

In repairing the under or fore carriage, the body need not be removed, the center bolt or pin, called the perch bolt, need only be taken out, and the upper carriage, with the body on it, may be ſupported on a treſſel, while the fore carriage is taken out and repaired.

The taking to pieces, and putting together, as before obſerved, is a great part of the expence of many, and the principal of ſome repairs; it is therefore beſt, while the carriage is aſunder to do all that is neceſſary, as the frequent taking to pieces does material injury, and the

the more there is done at one time, the expence will, in proportion, be leſs; yet if the old timbers are perfect it is equally as improper to replace them with new, as it is to let them remain if doubtful.

The expence of unhanging, taking to pieces, putting together, and re-hanging, is the ſame in ſmall as in large repairs, therefore the price for unhanging, &c. will be ſeparately ſtated from that of the repairs, ſo that to whatever extent the repairs are carried the price for unhanging, &c. may be added, and the whole amount obtained with more accuracy.

It is alſo proper to obſerve under what circumſtance it is neceſſary to unhang the body, or take the carriage to pieces whereby thoſe expences are incurred; for it is not uncommon to do it without neceſſity, and even to charge for it when not done at all. Painting the new timbers, and fitting the old iron work, are always neceſſary to complete the repair, and are included in the price; but if the failures in the iron work are ſo as to require mending the expence is ſeparately charged for.

SECT. 4.

NECESSARY MATTERS PREVIOUS TO REPAIRS.

Unhanging the Body,

IS the taking off the body from the carriage, in order to new paint, varniſh, japan, or to put in a new inſide lining, to put in new pannels; to re-mount the body with plated or other mouldings; to put on a new ſet of braces, to re-ſet or mend two or more of the ſprings. All repairs to the doors, falſe linings, joints, head plates, lamps &c. may be done without unhanging the body.

Unhanging the Body, and taking the Hind or Fore End to pieces,

Is taking the body from the carriage, and taking the fore or hind end framings to pieces to put in new timbers, ſuch as the hooping wings, ſpring bed, tranſom, hind axletree bed, or budget bar.

Un-

Unhanging the Body, and taking the Hind, and Fore End, or all the Carriage to pieces,

Is taking off the body, and taking all the carriage to pieces, in order to put in a new perch, new hind or fore tranſom, or fore tranſom, and hind axletree bed, or new timber work throughout.

Taking off the Fore Carriage,

Is the taking off the fore part of a four wheel carriage, to which the fore wheels are placed, for the purpoſe of puting in new futchels, a ſway bar, a fore axletree bed, alſo for lining the perch bolt, or perch bolt hole, the tranſom plate, the perch at bottom, the ſway bar, or to take out the fore axletree.

The Re-Hanging the Body, putting together the Hind End, the Fore End, or both; and Refixing the Fore Carriage,

Are matters of courſe for completing of the job, and are included in the following ſtatements.

PRICE OF UNHANGING, AND TAKING TO PIECES, &c.

	L.	S.	D.
To unhanging, and rehanging the body	0	2	6
To unhanging and rehanging the body, and to taking the hind or fore end of the carrige to pieces, and putting together the ſame	0	5	0
To unhanging and rehanging the body, taking the fore and hind end or all the carriage to pieces, and putting together again	0	7	6
To taking out the fore carriage, and putting under again - - -	0	1	0

Thoſe are to be charged for previous to the repairs which follow, except when the carriage timbers are all new, and then the taking to pieces, putting together, &c. are not charged for.

SECT 5.

REPAIRS OF THE TIMBER WORK OF THE CARRIAGE THROUGHOUT.

The principal repairs to the timber work are on the carriage part, and they become neceſſary either from decay, faulty wood, or being too light made; ſometimes the failures are occaſioned by accident, or violence, which may be judged of when taken aſunder; when any of the timbers begin to decay, the greater part may be ſuppoſed to be in a ſimilar ſtate, and failures then become frequent, in which caſe the whole timber work of he

the carriage ought to be renewed, in order to make the repair compleat and ſubſtantial, whereby expence, trouble, and danger may be avoided, the perch being the main timber of the carriage with which the others are connected, and which ſupport the weight of the body, is frequently. from one cauſe, or other, out of repair, either in the plates or the timber. It more frequently needs to be renewed in conſequence of having ſettled with the weight of the body, than from other failures, for by its ſettling, the carriage is diſtorted from its proper ſhape, and thereby runs heavy.

Repairs to bodies are leſs frequent than to carriages, owing to their being placed in as eaſy a manner as poſſible, for the accomodation of the paſſengers, and are thereby not ſo much rocked or ſhook about, as the carriage part unavoidable is. The only likely repairs to bodies is the mending the pannels or mouldings, which, by accident, may be either bruiſed or broken. There are a variety of other repairs both in body and carriage, beſides the timber work, all of which will be noticed under the ſeveral ſections to which the matter belongs.

REPAIRS TO THE TIMBER WORK OF THE BODIES.

(PANNELS) INCLUDING THE PAINTING WITHOUT ORNAMENTS.	Coach, chariot, Landau, Vis-a-Vis.			Whole Pannel Phaetons, Gigs, &a.			Half Pannel Phaeton, Gig, Chaise, & Whiskey.		
	L.	S.	D.	L.	S.	D.	L.	S.	D.
A door pannel	1	4	0	0	15	0	0	15	0
A side, or quarter ditto	1	4	0	1	4	0	0	18	0
A back, or front ditto	2	6	0	1	15	0	1	1	0
An upper back or front ditto	2	6	0						
An upper side or quarter ditto	1	4	0						
To mending a pannel by battening or blocking on the inside	0	10	6	0	10	6	0	10	6
A new fore footboard				0	10	0	0	10	0
A pair of brackets				0	8	0	0	8	0
One ditto				0	5	0	0	5	0

ON REPAIRS.

The price for the pannels includes the painting without ornaments, but only two thirds of the above prices are to be charged if the body or all the pannels are to be new painted, as the painting the pannels separately, forms a material part of the expence, and, besides, seldom proves a match with the rest.

The

The taking up and putting down the lining are included in the expence with the pannels, as is alſo the brading, ſcrewing, or otherways putting on the old mouldings, but if new mouldings are neceſſary, they are ſeparately to be charged for.

MOULDINGS, FOR EVERY SIX INCHES, OR UNDER.

	L.	S.	D.
To fitting in a ſingle peice of wood bead on the leather or mouldings	0	0	9
To fitting in a pair of mouldings, the breadth of the framing	0	1	6
To fitting in a piece of moulding caſe round the framing	0	3	0
To a ſpliced end to a bottom ſide 18 inches long, or under	0	12	0

DOORS.

	L.	S.	D.
To eaſing each door	0	1	0
To fitting a piece of fencings to the lights	0	1	0
To a new garniſhing piece to the top of the door	0	3	0
To a ditto to the middle of ditto	0	5	0
To nailing the lining boards of ditto	0	2	0
To a new hinge	0	2	0
To a new handle, ſilver plated	0	8	0
To a new ſplindle to the handle	0	2	6

PRICE OF REPAIRING WITH NEW TIMBER WORK TO FOUR WHEEL CARRIAGES.

	Coach or Chariot.			Large Phaeton.			Middle Size Phaeton.			Small Phaeton.		
	L.	S.	D.	L.	S.	D.	L.	S.	D.	L.	S.	D.
A ſtraight perch	3	3	0	3	0	0	2	13	0	2	10	0
Ditto with plated ſides	4	4	0	4	0	0	3	13	0	3	10	0
A pair of hind hooping wings	1	15	0	1	14	0	1	12	0	1	10	0
One ditto	0	18	0	0	17	0	0	16	0	0	15	0
A fore hooping piece	0	16	0	0	15	0	0	14	0	0	13	0
A fore tranſom or ſpring-bar	1	8	0	1	6	0	1	4	0	1	2	0
A hind tranſom or ſpring bar	1	8	0	1	6	0	1	4	0	1	2	0
A budget bar	0	15	0	0	14	0	0	13	0	0	12	0
A hind axletree bed	1	8	0	1	6	0	1	4	0	1	2	0
A pair of fore nunters or wings	0	15	0	0	14	0	0	13	0	0	12	0
One ditto	0	7	6	0	7	0	0	6	6	0	6	0
A pair of hind nunters	0	12	0	0	11	0	0	10	0	0	9	0
One ditto	0	6	0	0	5	6	0	5	0	0	4	6
A fore axletree bed	1	8	0	1	6	0	1	4	0	1	2	0
A pair of futchells	1	5	0	1	3	0	1	2	0	1	1	0
One ditto	0	14	0	0	13	0	0	12	0	0	11	0
A ſplinter bar	0	16	0	0	15	0	0	14	0	0	13	0
A ſway bar	0	9	0	0	8	0	0	7	0	0	6	0
A pole	0	15	0	0	14	0	0	13	0	0	12	0
A gib	0	1	6	0	1	3	0	1	0	0	1	0

For a compaſs perch to either carriage add one fourth of the above price.

PERCH CARRIAGE.

	Coach or Chariot. l.	s.	d.	Large Phaeton. l.	s.	d.	Middle-fized Phaeton. l.	s.	d.	Small Phaeton. l.	s.	d.
The complete new timber-work to a perch carriage, exclusive of hind or fore blocks, or coach-boxes, but includes plain painting — — — —	16	14	6	15	13	3	14	8	3	13	7	3

CRANE-NECK CARRIAGES.

	Coach ar Chariot. l.	s.	d.	Large Phaeton. l.	s.	d.	Middle-fized Phaeton. l.	s.	d.	Small Phaeton. l.	s.	dr
A fore tranſom — — — —	1	15	0	1	11	6	1	10	0	1	10	0
A horn bar — — — —	1	1	0	0	18	0	0	17	0	0	16	0
A fore bar — — — —	0	15	0	0	14	0	0	13	0	0	12	0
A pair of fore wings — — —	0	16	0	0	14	0	0	13	0	0	13	0
A whole caſing to the horizontal wheel — —	0	16	0	0	14	0	0	13	0	0	13	0
A pair of under felly or wheel-pieces — —	0	10	0	0	10	0	0	9	0	0	9	0
A hind tranſom — — — —	1	10	6	1	10	0	1	8	0	1	7	0
Carry over — —	7	3	6	6	11	6	6	3	0	6	0	0

A hind

	Coach or Chariot.			Large Phaeton.			Middle-ſized Phaeton.			Small Phaeton.		
	l.	s.	d.	l.	s.	d.	l.	s.	d.	l.	s.	d.
Brought over	7	3	6	6	11	6	6	3	0	6	0	0
A hind axletree-bed	1	15	0	1	11	6	1	10	0	1	8	0
A fore axletree-bed	1	10	0	1	8	0	1	6	0	1	5	0
A pair of futchells	1	8	0	1	6	0	1	5	0	1	4	0
A ſplinter-bar	0	16	0	0	15	0	0	14	0	0	13	0
A pole	0	15	0	0	15	0	0	14	0	0	13	0
A gib	0	1	6	0	1	6	0	1	0	0	1	0
Sums total for new timber-work to a crane-neck carriage, agreeable to the preſent mode of building	13	9	0	12	8	6	11	13	0	11	4	0
A ſingle piece of wheel caſing	0	5	0	0	4	6	0	4	0	0	3	6
A ſingle under felly or wheel-piece	0	5	0	0	4	6	0	4	0	0	3	6
A ſingle futchell	0	16	0	0	15	0	0	14	0	0	13	0
A ſingle fore wing	0	9	0	0	8	0	0	7	6	0	7	0
Wood caſing to the cranes throughout	2	12	6	2	6	0	2	2	0	2	0	0
Shafts to a four-wheeled carriage, either perch or crane-neck, for one horſe to draw by — A pair complete										1	1	0
One ſhaft										0	10	0
A bar										0	7	6

PRICE

PRICE OF REPAIRING TWO WHEEL CARRIAGES WITH NEW TIMBER WORK.

	Curricle. l.	s.	d.	Gig. l.	s.	d.	Whiſkey. l.	s.	d.
A pair of ſhafts	2	14	0	2	16	0	2	18	0
A pair of hind bars	1	10	0	1	8	0	1	4	0
A pair of fore ditto for the curricle, and one for the gig	1	10	0	0	15	0	0	12	0
A pair of hind nunters for the gig, and a pair of fore and hind ditto for the curricle	0	18	0	0	9	0	0	8	0
A pair of ſplinter-bars for the curricle, and one for the gig, &c.	0	10	0	0	5	0	0	5	0
A pole for the curricle	0	15	0						
A ladder-prop for ditto	0	12	0						
	8	9	0	5	13	0	5	7	0
The pole, the extra fore-bar, the ſplinter-bar, nunters, and the ladder-prop, to make the gig a curricle	—	—		2	16	0	2	16	0
A pair of ſhafts for the curricle, ſo as to be uſed with one horſe	1	1	0						
The gig curricle, or curricle gig	9	10	0	8	9	0	8	3	0
A ſingle ſhaft to the chaiſe and main ſide, or ſhaft to the curricle	1	10	0	1	8	0	1	10	0
A ſingle bar	0	15	0	0	14	0	0	12	0
A ſingle nunter	0	5	0	0	5	0	0	5	0
A ſingle ſplinter	0	5	0	0	5	0	0	5	0
A ladder-prop new ſide	0	7	0						
A ditto new croſs-bar	0	4	0						

SECT.

SECT. 6.

WHEELS.

WHEN new wheels are put on to old carriages, the old wheels are moſt frequently taken in exchange, and, to regular cuſtomers, one guinea for the ſet, or half a guinea for the pair, is the uſual allowance, let them be good or bad; but to chance cuſtomers, the price to be given for the old wheels is in proportion to their value.

The old wheels are moſtly the perquiſite of the coachman, and the allowance is then given to them; but the ſervant can have no claim on them unleſs he has been as long in his place as the wheels have been in uſe.

		Coach.			Chariot or Large Phaeton.			Middle-ſized Phaeton.			Small Phaeton.			Curricle or Gig.			Whiſkey or Chair.		
		l.	s.	d.	l.	s.	d.	l.	s.	d.	l.	s.	d.	l.	s.	d.	l.	s.	d.
Patent	——	11	11	0	10	10	0	9	9	0	8	8	0	5	5	0	4	14	6
Hooped	——	8	18	6	8	8	0	7	7	0	6	6	6	4	4	0	3	13	6
Straked	——	6	16	6	6	16	6	6	6	0	5	15	6	3	10	0	3	3	0

There is ſome difference in the above prices from thoſe formerly ſtated, but, agreeable to the preſent cuſtom, theſe are the general charges for new wheels put on old carriages, and which include the painting and boxing them with the old boxes.

The Coach and Chariot wheels, for thoſe prices, have for the hind wheels fourteen, and for the fore wheels twelve ſpokes in each; the middle and ſmall phaeton have ten and twelve ſpokes in each; the curricle or gig fourteen; and the whiſkey or chair twelve.

WHEELS.

The rims of the wheel is what moſtly wears out firſt, and is ſometimes new rung with both iron and timber, the ringing is about one third the price of new wheels, and if the ſpokes, and ſtock, are good, will anſwer the purpoſe but not otherways.

A PAIR OF EIGHTS.

	Patent. L.	S.	D.	Hooped. L.	S.	D.	Straked. L.	S.	D.
New tyre	1	10	0	1	10	0	1	0	0
New fellies	1	15	0	1	0	0	1	0	●

A PAIR OF TENS.

New tyre with nails	1	15	0	1	15	0	1	5	0
New fellies	2	0	0	1	5	0	1	5	0

A PAIR OF TWELVES.

New tyre with nails	2	0	0	2	0	0	1	10	0
New fellies	2	15	0	1	10	0	1	10	0

A PAIR OF FOURTEENS.

New tyre	2	5	0	2	5	0	1	15	0
New fellies	2	15	0	1	15	0	1	15	0

The taking off tyre, mending, and putting on again, with new nails to each wheel.	An eight. L.	S.	D.	A ten. L.	S.	D.	A twelve. L.	S.	D.	A fourteen. L.	S.	D.
Hoop or patent rim with nails	0	8	0	0	10	0	0	12	0	0	14	0
Ditto with bolts	0	10	0	0	12	0	0	14	6	0	16	0
Strake rim	0	7	6	0	9	0	0	10	0	0	12	0

	L.	S.	D.
Faſtening each end of a ſtrake - - - - - -	0	1	0
Nailing a hoop, for each nail - - - - - -	0	0	6
Driving backwards or forwards the axletree or wheel box, and tightning it in the wheel by wedges	0	2	0
A clip for faſtening the felly - - - - - -	0	2	0
Plates for mending each ſpoke - - - - - -	0	1	0
Taking off two ſtrakes and cutting the felly ſhorter at the joint to bring the timber to a bearing	0	5	0

SECT. 7.

BOOTS AND BUDGETS.

The leather work is what principally requires to be repaired to boots and budgets, the other parts are moſtly mended with plates of iron when defective.

	L.	S.	D.
The taking off and putting on either a boot or budget - - - -	0	1	0
THE TRUNK BOOT.			
Taking off the front plate, taking up the leather, and putting on one or two new hinges, refixing, &c. - - - - - - -	0	5	0
A new faſtening for the lid - - - - - -	0	2	0
A new thumb nut or ſcrew for ditto - - - - -	0	1	6
A new lid or door - - - - - - -	0	7	6
New piece of welting, under 6 inches - - - - -	0	1	0
For every 6 inches of ditto - - - - - -	0	1	0

THE PLATFORM BOOT OR BUDGET.	Large.			Middle.			Small.		
	L.	S.	D.	L.	S.	D.	L.	S.	D.
A new cover - - - - - -	2	2	0	1	15	0	1	10	0
A ditto welted - - - - - -	2	10	0	2	5	0	1	15	0
A new end to the cover - - - - -	0	12	0	0	10	0	0	8	0
Ditto welted - - - - - -	0	15	0	0	12	0	0	10	0
A new leather ſide - - - - -	0	18	0	0	15	0	0	12	0
The leather ſtripped off, and the ſide iron mended, and the leather ſewed on again					-		0	12	0
A new ſtrap - - - - - -					-		0	1	0
A new buckle and ſtrap - - - - -					-		0	2	0
Welting, under 6 inches, and for every 6 inches - -					-		0	1	0
A top croſs piece to ſupport the cover and for every 6 inches					-		0	5	0

SECT. 8.

COACH-BOXES.

The neceſſary repairs to coach boxes are moſtly to the ſeat, the cradle, the footboard, or the ledge, the timber work of the common coach-box ſometimes fail, but of the others it very ſeldom does, and is more eaſily mended with plates or bolts of iron, than with new timber, it will therefore be only neceſſary to ſtate the repair throughout of the common coach-box, which except the fore ſtandards and ſtays, are the ſame in all.

PRICE OF REPAIRS TO COACH BOXES.

	L.	S.	D.
A pair of fore ſtandards	1	1	0
One ditto	0	10	6
A pair of ſtays	0	18	0
One ditto	0	10	0
A fore footboard	0	8	0
A pair of croſs or ſtandard bars	0	10	0
One ditto	0	6	0
A footboard ledge	0	2	6
A ditto with ſcroll ends	0	5	0
A cork ledge	0	2	6
The wood work complete to the old iron work, including painting	2	19	6
If ornamented brackets are uſed, the price is for a pair of middling ornamented brackets	0	10	6
Taking off and re-fixing the ſeat	0	1	6
A new lath for the ſeat	0	2	0
Covering the ſeat with new baize	0	3	6
New ſtuffing the ſeat	0	2	6
Two new galling leathers to the ſeat	0	2	6
One ditto	0	1	0
Lining with leather the two ends or four corners of the ſeat	0	2	0
Lining one end, or two corners with leather	0	1	0
For each new thong for the hammer cloth to be tied on with	0	0	3
A new loop or billet for the cradle	0	0	0
Two new ſeat ſtraps	0	4	0
One ditto	0	2	0

SECT. 9.

RAISED HIND AND FORE ENDS, PUMP HANDLES, AND SHORT BLOCKS.

There are few carriages without one or other of thoſe things, except phaetons or chaiſes; and when carriages are repaired, with new timber, throughout, thoſe things are moſtly neceſſary to make them complete, therefore to any carriage, with either ſort of blocks, pump handles, &c. add the price of them to the price of the complete repair, as before ſtated.

	Plain.			Midlingly ornamented			Much ornamented		
	L.	S.	D.	L.	S.	D.	L.	S.	D.
A pair of pump handles	1	10	6	2	5	0	3	0	0
One ditto	0	16	0	1	4	0	1	12	0
A pair of ſhort blocks	1	4	0	1	16	0	2	8	0
One ditto	0	13	0	1	0	0	1	6	0
A whole footboard for either	0	7	6	0	8	6	0	9	6
A half ditto	0	4	0	0	5	0	0	6	0

HIND STANDARDS WITH FOOTMANS CUSHIONS.

	Midlingly ornamented. L.	S.	D.
A pair of hind ſtandard with bar and wings complete	3	3	0
A pair of hind ſtandards with bar	2	5	0
One ſtandard	0	15	0
A croſs bar	0	15	0
A pair of wings	0	18	0
One wing			
A new bottom to the footman's cuſhion	0	7	9
Covering the top with leather	0	10	0
Covering with japan, or other leather, the ſides and ends	0	5	0
Covering one ſide or end only	0	12	0

The ſtandards and bar are ſometimes not carved, only painted in imitation thereof, and are then only half the price of thoſe ſtated.

BUDGET BLOCKS OR RAISED FORE ENDS.

	Plain L.	S.	D.	Midlingly ornamented L.	S.	D.	Much ornamented L.	S.	D.
A pair of ſide blocks	1	0	0	1	10	0	2	0	0
One ditto	0	10	0	0	15	0	1	0	0
A front block	0	10	0	0	15	0	1	0	0

SECT. 10.

REPAIRS TO THE IRON WORK.

The repairs to the iron work are more frequent than to the wood work, in particular the ſtays, plates, and bolts, which whether to large or ſmall carriages of any deſcription, are nearly the ſame in expence for either new or repairing. The expence for taking to pieces and putting together is included, with the prices ſtated.

CRANES.

	Coach, Chariot or Large Phaeton.			Middle, and Small Phaeton.		
	L.	S.	D.	L.	S.	D.
To mending the pair if broke, or altering the form of them - -	3	3	0	2	12	6
To mending one if broke, or altering if ſtrained - - -	1	15	0	1	10	0

AXLETREES, EACH.

	Coach, Chariot, or Small Phaeton.			Middle or Small Phaeton, Chariot or gig.		
	L.	S.	D.	L	S.	D.
To a new axletree arm, fitting the old box, and reſetting to the way - -	0	18	0	0	15	0
To a new axletree nut - - - - - -	0	4	0	0	3	6
To fitting the nut to the ſcrew	0	1	0	0	1	0
To ſetting the axletree to rights, or ſetting fair if ſtrained . .	0	8	0	0	7	0
To a ſhoulder waſher	0	1	0	0	1	0
To a dozen of lince pins	0	2	6	0	2	6

AXLETREES, OR WHEEL BOXES, PER PAIR.

	Coach, Chariot, or Small Phaeton.			Middle or Small Phaeton, Chariot or Gig.		
	L.	S.	D.	L.	S.	D.
To a pair of new ones	0	18	0	0	16	0
To a ſingle box	0	10	0	0	9	0
To fitting the pair of old ones to the arms	0	8	0	0	7	0
To cutting ſhorter a pair to make them fit the arms . . .	0	6	0	0	5	0

Taking out and putting in the Boxes to the wheels are included.

SPRINGS OF THE COMMON SORT.

	Coach, Chariot, or Large Phaeton.			Middle or Small Phaeton, Gig, or Whiſkey.			Graſshopper, or double elbow for Wings.		
	L.	S.	D.	L.	S.	D.	L.	S.	D.
A main or back plate	0	15	0	0	12	0	0	12	0
A long gut plate	0	12	0	0	10	0	0	10	0
A ſhort gut plate	0	8	0	0	7	0	0	7	0
A ſhackle eye only to the plate	0	5	0	0	5	0	0	5	0
An out or inſide flap to the ſpring	0	6	0	0	5	0	0	5	0
A hoop and rivett to ditto	0	3	0	0	3	0	0	3	0
A rivet only	0	1	6	0	1	6	0	1	6
A ſhackle for a ſpring	0	2	6	0	2	6			
Jew's harp ſtaple							0	7	6
A ſide to ditto							0	4	0
A new ſcroll iron							0	5	0
Mending of ditto							0	2	6
A lugg plate							0	2	6
Taking to pieces, cleaning, and ſetting each pair of ſprings to another form	0	12	0	0	10	6	0	10	6
Setting up or down by altering at the bearings or flap only	0	6	0	0	5	0	0	5	0

STAYS AND PLATES.

With new timber work the fitting the plates are not to be charged for, only the mending, if broken, the following are the charges for mending or making the new iron work throughout, mending if broke, ſhortning or lengthening are all the ſame price, and are each conſidered under the title of mending.

STAYS.

	New.			Mending.		
	L.	s.	D.	L.	s.	D.
A ſpring ſtay	0	4	6	0	2	0
A horn or budget bar ſtay	0	7	0	0	2	0
A Coach box ſtay	0	5	0	0	2	0
A hind ſtandard ſtay	0	8	0	0	2	0
A wheel iron ſhortened, mended, or ſet in the eye	0	5	0	0	1	6
A ſeat iron for a coachman's ſeat	0	5	0	0	2	6
A bottom or main ſtay to a chaiſe or curricle	0	15	0	0	3	6

PLATES.

	New.			Mended.		
	L.	S.	D.	L.	S.	D.
A tranſom plate	0	7	6	0	2	6
A whole wheel plate	1	10	0	0	7	6
A half ditto	1	0	0	0	5	0
A bottom perch plate	0	18	0	0	3	6
A bottom wearing plate	0	5	0	0	2	6
A ſide perch plate	1	11	6	0	7	0
A ſet of ſtandard plates for a coach-box	0	12	0	0	6	0
A pair of ditto	0	6	0	0	3	0

D 4

SOCKETS.

	New.			Mended.		
	L.	S.	D.	L.	S.	D
A ſocket for a curricle gig ſhaft	0	4	6	0	2	0
A pair of ſplinter bar ſockets	0	5	0	0	2	0
A pair of ditto for a chaiſe, with dragons tongues and eyes	0	3	6	0	1	0
A pole cap	0	2	9	0	1	6

BOLTS AND NUTS.

	New.			Mended.		
	L.	s.	D.	L.	s.	D.
A bolt and nutt, under ſix inches	0	1	0	0	0	6
A ditto, from 6 to 12 inches	0	1	6	0	0	6
A nut only	0	0	3	0	0	2
A perch bolt	0	3	6	0	1	6
A nut for ditto	0	1	0	0	0	6
A key for ditto	0	0	6	0	0	3
A ſplinter bar roller bolt	0	2	6	0	0	9
A ſmall T head bolt and thumb ſcrew	0	1	0	0	0	6
A thumb nut, or ſcrew only	0	1	6	0	0	6
A nut head ſcrew	0	0	4	0	0	6
A pole pin	0	0	9	0	0	6
A ſwa bar plate	0	5	0	0	2	6
A noſe or croſs key plate	0	2	6	0	1	6
A pump handle plate	0	2	6	0	1	6
A ſhort block plate	0	2	0	0	1	6

RING LOOPS STAPLES AND STOPS.

	New.			Mended.		
	L.	S.	D.	L.	S.	D.
A plain body loop for a coach or chariot	0	7	6	0	3	6
A ditto for chaiſe or phaeton	0	6	0	0	3	0
A check brace ring	0	1	0	0	0	6
A collar brace ring	0	1	0	0	0	6
A double ditto	0	3	0	0	1	0
A pair of breeching ſtaples	0	3	0	0	1	0
A pole ſtaple	0	1	0	0	0	6
A footman's ſtep	0	6	0	0	2	0
A ſingle chaiſe ſtep	0	7	6	0	3	0
A double ditto	0	15	0	0	4	6
A pair of ſhaft hooks, or tug plates	0	3	6	0	1	6

SECT. II.

TRIMMING AND LININGS.

The ſtatement for repairing the lining with new trimming are for the common 2 ½ broad worſted lace, with flat taſſels to the holders, the different value of the other ſorts muſt be referred to in Vol. 1, p. 149, 153, the expence for trimming is the ſame to all.

The lining and putting on the holders are included in the prices ſtated for them.

	L.	s.	d.
Taking up the ſeat roll and fall, and putting them down again	0	2	0
Wet ſcowering the lining	0	10	6
Dry ditto	0	7	6
Taking out the falſe lining, waſhing, and putting in again	0	12	0
Ditto, if the holders and ſtrings are covered	0	16	0
Taking out the old ſtuffing from a pair of ſhort or long cuſhions, quilting with the ſame and ſtuffing them with the old ſtuffing	0	3	6
Ditto with new tufts	0	4	0
For every pound of ſtock ſtuffing added	0	1	6
A new bottom carpet bound round, for a coach or chariot	0	10	6
Covering the two bottom ſides with new leather	0	6	0

THE TRIMMINGS.

	L.	S.	D.
A pair of inſide hand holders complete	0	18	0
A pair of ſwing holders	0	12	0
A ſet of glaſs ſtrings or holders	0	16	0
For every yard or leſs of new ſeaming lace	0	0	9
Ditto of paſting lace	0	0	9
Ditto of binding, $2\frac{1}{2}$ inch broad	0	2	6
Paſting down the old lace, per yard, or leſs	0	3	0
A ſet of new French ſtrings	0	6	0
A ſet of new roſes for a pair of hand-holders	0	7	6
Mending the lining of holders or ſtrings	0	1	0
Mending each button hole of ditto	0	0	3

THE LINING.

	L.	S.	D.
Taking up and putting down the back and two ſides of either coach, chariot, phaeton, or chaiſe, for the inſide framing to be repaired	0	3	0
Taking up and putting down a door lining of a coach, or chariot, or the front lining of a chariot for repairing	0	2	0

Taking

STEPS, GLASSES, BLINDS, SHUTTERS, CURTAINS, &c.

STEPS.

	Double. L.	S.	D.	Treble. L.	D.	S.
New trimming the whole with new leather, carpeting the treads and facing the front with new cloth and lace	1	15	0	2	12	6
New carpeting only	0	10	6	0	15	0
New facing only	0	8	0	0	8	0
One leather daſh only	0	4	0	0	4	0
A new ſtep board fitted in	0	2	6	0	2	6
A new iron tread, untrimming and retrimming	0	7	6	0	7	6
A new main ſide, new head, and ditto	0	9	0	0	9	0
A new rivet to the joint	0	2	6	0	2	6
Faſtning the joint rivets	0	1	6	0	1	6
A ſet of new ſtops	0	3	0	0	3	0
One ditto	0	1	0	0	1	0
Faſtning the ſet of ſtops	0	1	0	0	1	0

GLASSES.

	L.	S.	D.
A new door glaſs, common ſize	1	10	0
A coach front ditto	1	4	0

	L.	S.	D.
An oval or octagon glaſs behind	0	5	0
A ſet of new glaſs frames covered with new cloth	1	4	0
Ditto with new lace 2 inches wide	2	2	0
For each new ſide to the front, covered with new cloth	0	4	6
Ditto with old cloth and lace	0	2	6
New covering the ſet of frames with new cloth	0	15	0
For each frame ditto	0	7	0
For each ſide ditto	0	2	0
Re-nailing on a bottom glaſs ſtring	0	0	6
Securing the two corners of each frame with thin plates	0	1	0
Silvering the ſet of old rollers	0	5	0

SHUTTERS.

New ſtringing the ſet	0	5	0
A new top, bottom, or ſide	0	2	6
A new pannel	0	3	0
A new loop, only	0	0	9

VENETIAN BLINDS.

	L.	S.	D.
New painting and ſtringing a ſet — — — — —	1	1	0
A new lath — — — — — — — —	0	5	0
A new ſide, top, or bottom — — — — — —	0	5	0
Mending the lock ſpring — — — — — —	0	5	0
Eaſing each glaſs frame ſhutter or blind to ſlide in the grooves — —	0	1	0

SPRING CURTAINS, (INCLUDING THE TAKING DOWN AND PUTTING UP.)

New ſilk to the four barrels — — — — —	1	10	0
Turning the ſilk upſide down — — — — —	0	10	0
A new curtain ſtick — — — — — — —	0	2	6
A new ſilk line for each curtain to run on — — — — —	0	1	0
Mending the curtain barrel — — — — —	0	5	0

SQUABBS.

	L.	S.	D.
The taking down and re-fixing of pair of ſquabbs to a coach or chariot —	0	2	0
New binding with narrow lace a ſide or end — — — —	0	1	0
Putting on new loops, each — — — — —	0	0	6

CHECK-STRINGS.

A new check ſtring	—	—	—	—	—	—	0	1	0
A ditto with taſſel	—	—	—	—	—	—	0	2	0
A check ſtring eye	—	—	—	—	—	—	0	0	6

SECT. 12.

HAMMER-CLOTHS AND FOOTMAN HOLDERS.

The expence for repairing a hammer-cloth depends on the quantity of work done and materials uſed thereon at the time, which cannot even be ſurmiſed at, thoſe for the uſual repairs to hammer-cloths, but further than what are ſtated cannot be given.

HAMMER CLOTHS.

NEW TRIMMINGS TO BE CHARGED FOR AT PER YARD.

	£	s.	d.
The taking to pieces, dying, preſſing, and re-making a ſix breadth hammer-cloth, with the old trimmings of lace only	2	2	0
Ditto with the old trimmings of lace and fringe	2	10	0
Extra for a new thick canvaſs lining	0	15	0
Shortning the front by taking out a piece from the top of the fall, and re-plating it	0	7	6
Lining with leather, or ſtout canvaſs, the two ends or four corners	0	4	0
For each new loop	0	0	3
Sewing the lace where ripped, per yard, or under	0	0	6
Scowering a plain trimmed hammer cloth	0	7	6
Ditto a fringed trimmed ditto	0	10	6

OIL-SKIN HAMMER CLOTHS.

A new half top	0	5	0
A new end	0	7	0
A new back or front	0	10	0

FOOTMAN HOLDERS.

	L.	S.	D.
A new pair of web footman holders with billetts and buckles — — — —	0	8	0
A pair of lace $2\frac{1}{2}$ inch ditto with ditto — — — —	0	12	0
For a new billett and buckle only to a footman holder — — —	0	2	6
A new billet only to ditto — — — — —	0	1	6

SECT. 12.

PLATED WORK.

If, the old plating is bad, and requires to be replaced with new, a reference for the price muſt be had to Vol. 1, chap. xii. page 179, the following are the repairs generally done. Plating that is worn through cannot be replated but at as much expence as new would coſt. The mouldings or ornaments are the principal of the repairs required to plated work.

	L.	S	D.
Taking off the old moulding and putting in new ſhanks, and putting it on again, at per foot	0	0	6
The taking off, cleaning, and putting on ſix head plates to a coach or chariot —	0	2	6
Ditto with new head plates, pins or nails — — — —	0	5	0

	L.	s.	d.
For each large plated head-plate, nail, or pin	0	0	2
For each ſmall ditto	0	0	1
The taking off and putting on a pair of ſham joints	0	1	6
The faſtning down the moulding with a plated nail or pin	0	0	6
A large plated knee boot button	0	1	3
A ſmall ditto	0	0	9
A large ſilvered ditto	0	0	6
A ſmall ditto	0	4	0

SECT. 13.

LAMPS.

The repairs to lamps are very frequent on account of their being ſo prominent, the glaſſes are often broken by the coachman backing in low gateways, the ſize of the lamp makes no difference in the price for the repairs.

A front

LAMPS.

	L.	s.	d.
A front convex glaſs to a globe lamp	0	5	0
A front ditto to an Italian ditto	0	3	6
A ſide glaſs to an Italian or oval ditto	0	2	0
Repairing the back by ſoldering on the iron-work, and ſetting it fair	0	2	6
New ſticking or repairing the reflector	0	2	6
A new plated barrel	0	3	6
A ditto plain	0	2	6
To a new ſpring for the candle	0	1	6
A new head, plain	0	1	6
A new head, plated	0	2	0
A new grate to either head	0	1	6
A ſtaple, plain or plated to the barrel	0	0	9

which gives the paint a fine gloſs, and very much	0	15	0	0	15	0	0	15	0	0	15	0	0	10	0	0	10	0	0	10	0

							L.	S.	D.
A keeper to ditto	—	—	—	—	—	—	0	0	9
A pair of lamp ſtraps and buckles			—	—	—	—	0	2	0
A lamp fork	—	—	—	—	—	—	0	1	6
A new hinge or faſtener to the door			—	—	—	—	0	1	0
Faſtening the iron work		—	—	—	—	—	0	1	0

SECT. 14.

PAINTING.

The price for new painting old carriages may be known by deducting one fourth from the price ſtated in the firſt volume; but as that may be troubleſome to the reader the prices are here briefly ſtated, with the bodies and carriages ſeparate, as alſo the japanning and varniſhing, as they often are ſeparately done, it will give more ready information of the ſeparate prices.

OLD

PAINTING.

OLD BODIES NEW PAINTED AND VARNISHED.

	Coach.			Chariot.			Large Phaeton.			Middle Phaeton.			Small Phaeton or Curricle.			WHISKEYS. Half Pannel.			Cane or Ribbed.		
	L.	S.	D.	L.	S.	D.	L.	S.	D.	L.	S.	D.	L.	S.	D.	L.	S.	D.	L.	S.	D.
An old body plain painted and varniſhed -	2	5	0	1	17	6	1	10	0	1	8	6	1	4	6	1	2	6	0	13	6
Picking out the moulding -	0	10	6	0	10	6	0	7	6	0	7	6	0	7	6	0	7	6	0	7	6
Japanning the boot and quarters of a coach, and chariot, and the door and ſword caſe of a chaiſe	1	17	6	1	10	0	0	8	6	0	8	6	0	8	6	0	8	6	0	8	6
Poliſhing the pannels	2	10	0	2	0	0	1	5	0	1	5	0	1	5	0	1	1	0			
High varniſhing the pannels	5	15	0	4	4	0	3	3	0	3	3	0	3	3	0	2	10	0			

OLD CARRIAGES NEW PAINTED.

An old carriage painted, the boot and budget japanned - - -	1	11	6	1	11	6	1	4	6	1	2	0	1	0	0	0	16	0	0	16	0
Picking ou e moulding one colour - -	1	1	0	1	1	0	0	18	0	0	15	0	0	12	0	0	10	0	0	10	0
Ditto, two colours - -	11	5	0	1	15	0	1	11	6	1	10	0	1	4	0	0	18	0	0	18	0
Oil varniſhing the carriage after painting, which gives the paint a fine gloſs, and very much	0	15	0	0	15	0	0	15	0	0	15	0	0	10	6	0	10	0	0	10	0

	L.	S.	D.
A keeper to ditto	—	—	—
			9 9 0

If the ground colour of the body is good, varniſhing will ſometimes do nearly as well as new painting.

PAINTING.

VARNISHING.

	Coach,			Chariot.			Phaeton or Chaiſe.			Half Pannel Phaeton or Chaiſe.		
	L.	S.	D.	L.	S.	D.	L.	S.	D.	L.	S.	D.
The rubbing down and once varniſhing the pannels	0	12	0	0	10	6	0	7	6	0	6	0
To twice ditto	1	0	0	0	18	0	0	12	0	0	10	6

JAPANNING.

To once japanning the upper parts of a coach or chariot, or the doors and ſword caſe of a chaiſe or phaeton	0	10	6	0	7	6	0	3	6	0	3	6
To twice doing the ſame	0	18	0	0	12	0	0	5	0	0	5	0

If the body is unhung for the varniſhing, as it moſtly is, 2s 6d. muſt be added for that trouble.

	A Trunk Boot.			A Saliſbury Boot.			A Daſhing Leather.			A Fooman Cuſhion		
										am.		
	L.	S.	D.	L.	S.	D.	L.	S.	D.	L.	S.	D.
To once japanning	0	2	6	0	3	6	0	1	6	0	1	6
To twice ditto	0	4	0	0	5	5	0	2	6		2	6

PAINTING OF ARMS, CRESTS, AND MANTLES.

Theſe ornaments are ſometimes wiſhed to be preſerved to ſave the expence of new painting them, the trouble of painting the ground colour is then greater, and increaſeth the price for each ornament, whether the mantle, arms, or creſts, 1s. 6d.

PAINTING OF WHEELS.

As new wheels are frequently put on, when the carriage is going to be new painted, the following prices for painting them are to be deducted from the former prices of wheels, this will alſo ſhew what the value of painting a ſet, or pair of wheels amounts to if done alone.

	Coach, chariot, or Large Phaeton.			Middle, or Small Phaeton.			Curricle Whiſkey or Gig.		
	L.	S.	D.	L.	S.	D.	L.	S.	D.
Plain painting the wheels	0	12	0	0	10	6	0	6	0
Picking out one colour	0	4	0	0	4	0	0	2	0
Ditto, two colours	0	6	0	0	6	0	0	3	0
The rims picked out	0	8	0	0	8	0	0	4	0

If the ground colour of the body is good, varniſhing will ſometimes do nearly as well as new painting.

ARMS, CRESTS, AND MANTLES.

	L.	S.	D
Each mantle painted in relief or contraſted colours — — —	0	7	6
For each coat of arms ditto, — — — — — —	0	7	0
For each creſt ditto — — — — — — —	0	4	0
For each cypher in gold, or colours — — — —	0	3	0
Rubbing out the old, and laying a freſh ground in the mantle to repaint any other arms	0	1	6

PANNELS.

The pannels, if bruiſed, are no eaſily repaired, ſo as to be undiſcovered; as new and old colours do not eaſily match, the readieſt method is, if the colour is rubbed through to the wood, to fill up the blemiſhed place with hard ſtopping level with the other furface, and then colour and varniſh it, but if the colour is not a good one to match, the whole pannel ſhould be done, preſerving at the ſame time the ornaments, if any.

Mending a pannel by ſtopping and colouring to match — — —	0	5	0
New painting and varniſhing the whole door or ſide pannel — — —	0	10	6
Ditt the back or front pannel — — — — — —	0	15	0

SECT. 15.

CHAISE HEADS, WINGS, KNEE FLAPS, AND DASHING LEATHERS.

Want of proper care is the principal cauſe of thoſe things wanting repairs, in particular the chaiſe heads and knee flaps, which not being kept properly ſupled, the leather contracts, rots, and requires much ſtraining and force to bring it to its bearings, the front rib or ſlatt of a chaiſe head is what is moſt likely to be ſtrained or broken.

The taking off the mouldings and leather work, and putting on again are included in the ſtatements.

CHAISE HEADS.

	Roun[l].			Square.		
	L.	S.	D.	L.	S.	D.
A new entire front ſlatt	0	12	0	0	10	6
A new top or ſide to ditto	0	8	0	0	7	0
Mending the corner joints with nails, ſcrews, and plates	0	5	0	0	5	0
A new neck plate to the ſlatt	0	2	0	0	2	0
A new prop for the joint	0	2	0	0	2	0
A new joint	0	5	0	0	5	0
Setting ditto if ſtrained, or mending it if broke	0	2	0	0	2	6
A new cloth lining complete	4	0	6	3	0	0
A new ſerge ditto	2	0	0	1	10	0
A new ſerge ſide or back	0	15	0	0	10	6
A new cloth ditto	1	5	0	1	0	0
A new leather back	1	10	6	1	5	0
A new valent	0	15	0	0	12	0
Mending ditto at each ſeam or corner	0	1	0	0	1	0

WINGS.

	L.	S.	D.
Covering the old frames with new leather	1	8	0
Ditto with cloth and lace 2½ inches wide	0	18	0
Ditto with cloth only	0	7	6
Ditto with lace only	0	12	0
A new plated frame	0	16	0
Setting up or down a wing that is ſtrained	0	1	6
Faſtening a wing with a new nut headed ſcrew	0	1	
Ditto with a new key bow ring	0	2	6

KNEE BOOTS OR FLAPS.

	L.	S.	D.
A new cloth fall bound with lace	0	8	0
A new cloth lining	0	10	0
A new ſerge or linen ditto	0	5	0
Two new lugs for the top to faſten it up by	0	2	6

Sewing

	L.	S.	D.
Sewing on one old lugg or flap — — — — — —	0	0	6
A new check to the ſide — — — — — — —	0	10	6
A new bottom piece for the knee boot which takes off — — —	0	5	0
For each new ſilver button to the top — — — — —	0	0	6
For ditto for the ſide — — — — — — —	0	0	6
For lining each button hole — — — — — —	0	0	6
For a peice of welting, under 6 inches — — — — —	0	0	6

DASHING LEATHERS.

	Lar.			Small.		
	L.	S.	D.	L.	S.	D.
To ſtripping the frame, mending it, and putting on the leather again -	0	7	6	0	5	0
To covering the old frames with new leather - - - -	0	15	0	0	12	0
To a new back ſtay - - - - - - - -	0	3	6	0	3	0

SECT.

SECT 16.

BRACES.

New braces to phaetons or chaiſes are ſeldom found neceſſary, if, however, they ſhould be required, their prices may be collected from the former work. The prices for mending of braces are principally reqired to be known, and whether for coach chariot, phaeton or chaiſe, the prices are the ſame.

BRACES.

	Coach.			Chariot.		
	L.	S.	D.	L.	S.	D.
A ſett of new main braces, with plateed buckles	4	4	0	3	13	6
Ditto with the old buckles	3	13	6	3	3	0
A ſet of point ſtraps, with buckles for ditto	0	6	0	0	6	0
A ſet of check braces with new buckles	0	12	0	0	12	0
Ditto with the old buckles	0	10	0	0	10	0
A pair of collar braces	0	15	0	0	15	0
A pair of French pole pieces	1	6	0	1	4	0
A pair of Engliſh ditto	1	0	0	0	18	0

For one or more braces divide the ſum ſtated according.

REPAIRS

REPAIRS TO THE BRACES.

	Main Brace.			Collar Brace.			Check Brace.			Pole Piece.		
	L.	S.	D.	L.	S.	D.	L.	S.	D.	L.	S.	D.
Splicing a piece on the wearing place - -	0	1	6	0	1	0				0	1	0
Shortning, by cutting at the buckle or point end, and making it good by ſewing - - -	0	2	0	0	1	0	0	0	6	0	1	0
Mending by ſplicing on a piece at the point, for every ſix inches or under - - -	0	2	6	0	1	6	0	0	9	0	1	6
To ſewing in a new loop - - -	0	0	6	0	0	4	0	0	3	0	0	4
Sewing each place where ript - - -	0	0	6	0	0	6	0	0	3	0	0	

SECT. 17.

TRAVELLING REQUISITES.

It is but ſeldom theſe things are to be repaired, for when defective new is moſtly ſubſtituted, but when repaired the prices are nearly as follows:

TRUNKS.

	Large.			Middle.			Small.		
	L.	S.	D.	L.	S.	D.	L.	S.	D.
A trunk new lined with paper	0	4	0	0	3	0	0	2	0
Ditto with linen	0	8	0	0	6	0	0	4	0
A new flap to the lid nailed all round	0	5	0	0	4	0	0	3	0
Ditto front or end	0	3	0	0	2	6	0	2	0
A new handle	0	1	6	0	1	3	0	1	0
A new lock and key	0	2	6	0	2	0	0	1	9
A new key to fit the old lock	0	1	3	0	1	0	0	0	9
Mending the bottom with a batten	0	2	0	0	1	9	0	1	6
New ſtraps per foot, per pair	0	1	6	0	1	3	0	1	0
A chain belt, per foot each	0	2	9	0	2	9	0	2	9
Lengthening a ſtrap, per foot, or under	0	1	0	0	0	9	0	0	6
Ditto a chain belt per 6 inches	0	1	9	0	1	9	0	1	9

TRUNK COVERS.

A new leather cover	2	5	0	2	5	0	1	15	0
A new ſide to ditto	0	12	0	0	10	0	0	8	0
A new front, top, or back to ditto	0	15	0	0	14	0	0	12	0
Mending by welting, per foot	0	1	6	0	1	6	0	1	6
Oil cloth covers	0	10	6	0	7	6	0	5	0
A new end	0	2	6	0	2	6	0	1	6
A new front, top, or back	0	3	0	0	2	6	0	2	0
New welting, per foot	0	0	9	0	0	9	0	0	9
New painting the old cover	0	2	6	0	2	0	0	1	0

IMPERIALS.—

FOR A COACH.

	Whole. L.	S.	D.	Half. L.	S.	D.
A new leather roof	3	3	0	2	2	0
A new ſide or end						
A new linen lining	0	15	0	0	12	0
A new baize bottom, covering and ſtuffing	0	12	0	0	9	0

FOR A CHARIOT.

FOR EITHER IMPERIAL.

	Whole. L	S.	D.	Half. L.	S	D.
A new roof	2	2	0	1	10	0
A new ſide or end	0	2	0	0	9	0
New lining the inſide with linen	01	2	0	0	9	0
Covering and ſtuffing the bottom with baize	01	0	0	0	8	0
An inſide girth ſtrap to the imperial	0	2	0	0	2	0
An outſide imperial ſtrap, and buckle to ditto	0	1	0	0	1	0
A leather handle to ditto	0	1	6	0	1	6
A new padlock, and key to ditto	0	2	0	0	2	0

WELLS.

	L.	S.	D.
To a new bottom to a well — — — — — —	0	10	0
To a new lid to ditto — — — — — — —	0	7	6
A new iron faſtner for it to hang by — — — —	0	2	6
New lining the inſide — — — — — — —	0	6	0

SPLINTER BARS.

	L.	S.	D.
A new main bar — — — — — — —	0	10	0
A ditto with the old iron work — — — — — —	0	5	0
An end or ſmall draught bar — — — — — —	0	7	6
A ditto with the old iron work — — — — — —	0	4	0
To a new drag chain — — — — — — —	0	8	0
To a new drag chain covered with leather — — — —	0	10	6

SECT. 19.

LINING AND COVERING WITH LEATHER.

The lining and covering with leather thoſe parts where the friction lies, is frequently neceſſary; and though it is a trifling matter, yet, from its being often done, forms a material part of the expence among the number of repairs. The expences of taking to pieces, to do the repairs, and putting together again, are included in the under-mentioned prices; and whether to a phaeton, chariot, or coach, the prices to be charged are the ſame.

To lining and covering with leather,

	£.	s.	d.
The perch-bolt hole,	0	2	6
The upper or under tranſom-plate,	0	4	0
The felly-piece or ſway-bar,	0	1	6
The perch at the bottom,	0	1	6
The pole or futchels in the chaps,	0	1	0
The futchels or pole at the gib,	0	1	0
The pole new-ſtuffed and lined at the ſhoulders and hips,	0	9	0
The pole half ditto at either place,	0	5	0
The pole lining at either place, mended with a ſmall piece of leather,	0	2	0
Each cap of the ſplinter-bar roll lined,	0	1	6
Each roll of ditto, ditto,	0	1	0
The ſplinter-bar under each roll, ditto,	0	1	0
A ſhaft-point of a one-horſe chaiſe, ditto,	0	2	0
A ſtep-tread of ditto,	0	2	0
A new gib-ſtrap,	0	0	9
A new pole-pin cap,	0	1	0

CHAP. II.

ON HARNESS.

THE harneſs being a matter unconnected with the carriage, a ſeparate deſcription of it, when new, is given in the former part of this work. This being for the repairs thereof, is alſo divided from the carriage, for the more ready information of the ſeparate expences.

From a bad harneſs, as much danger may be apprehended, as from a bad carriage; and, however ſkilful the driver may be, if the harneſs is not perfect, the horſes cannot be well managed. Beſides, an old harneſs is always in want of repairs; and many people, from a ſaving notion, continue repairing, till there is ſcarce a veſtige of the original left, and the repairs have coſt twice the price of the harneſs when new.

That harneſs might neither be thrown away too ſoon, nor uſed ſo long as to become expenſive and troubleſome in the repairs, it will be proper to obſerve the length of time a harneſs may be expected to laſt for the work it does, and what the expence for repairing it may be, while in

in regular uſe. This, in a great meaſure, depends upon the quality of the leather, and the ſufficiency of the workmanſhip. It is neceſſary to examine, at the firſt, that the leather be firm, and yet pliable; and that, by pulling, it does not contract in the width, or extend in the length, which bad leather will do, and will beſides be ragged at the edges, and rough on the inſide. Good ſewing alſo tends much to the preſervation. The furniture with which the winkers and houſings are mounted, ſhould be of ſilver, and not of plated metal, which makes but little difference in the firſt expence; for they will laſt with the harneſs, but otherwiſe are frequently obliged to be renewed.

Harneſs, being a periſhable article, becomes much injured with hanging by; and, however moderately it may be uſed, it cannot, after ſix years wear, be very fit for further uſe, unleſs great care indeed has been taken to preſerve it. To prove it's ſervice, is to compare the number of wheels worn out on the carriage which the harneſs is uſed with, both in town and country; in town it will laſt with three ſets of wheels; and in the country only two; or four years regular work, on the average, in town and country, ſuppoſing the work to be about five or ſix miles a day conſtant, or 10 or 12 miles every two days.

As additions are frequently made, after the firſt finiſhing of a harneſs, it will be neceſſary to ſtate the value of the ſeparate parts thereof, that, for any alteration, the prices may be known. The mending a harneſs, with ſplicings or ſewings, is the ſame expence, whether to coach, phaeton, or chaiſe. In ſome of the additions, however, the prices for large and ſmall vary ſome little matter; when any other ſort of furniture is uſed, a reference muſt be made to the prices ſtated in the former tables. The following comprehends only the ſilver and ſilver-plated furniture, being the only ſort now in general uſe.

PRICES OF ORNAMENTS

With which the Houſings and Winkers are mounted, including the putting on.

Different Sizes.	Creſts or Cyphers.				Plates or Pieces.				Circles or Rims.			
	Silver.		Plated.		Silver.		Plated.		Silver.		Plated.	
	S.	d.	S.	d.	s.	d.	s.	d.	s.	d.	s.	d.
4 inches by 3 or 3½	12	0	10	0	6	0	3	6	4	0	2	4
3½ — by 3 or 3¼	11	0	9	6	5	6	3	3	3	6	2	2
3 — by 3 or 3	10	0	9	0	5	0	3	0	3	3	2	0
3 — by 2½ or 2¾	9	0	8	0	4	6	2	9	3	0	1	10
2½ — by 2½ or 2½	8	0	7	6	4	0	2	6	2	9	1	8
2½ — by 2 or 2¼	7	6	6	6	3	9	2	3	2	6	1	6
2 — by 2 or 2	7	0	6	6	3	4	2	0	2	3	1	4
2 — by 1½ or 1¾	6	6	5	6	3	0	1	9	2	0	1	2
1½ — by 1½ or 1½	6	0	5	0	2	6	1	6	1	9	1	0
1½ — by 1 or 1¼	5	6	4	6	2	0	1	3	1	6	0	10½
1 — by 1 or 1	4	6	4	0	1	9	1	0	1	3	0	9
⅞	4	0	3	6	1	6	0	10½	1	0	0	7
⅝	3	6	3	0	1	3	0	9	0	10	0	6
⅝	3	0	2	6	1	0	0	7½	0	8	0	5
⅜	2	6	2	0	0	9	0	6	0	6	0	4

For

For every arms embossed, instead of crests or cyphers, add 2s. If a crest or arms, in plated metal, is only raised from the back and chased on the outside, it cannot be considered as an embossing, but as a pieced crest, and only charged 1s. 6d. for those above two inches, and 1s. for those under.

For each cypher chased or engraved on the plate or piece, add 9d.

THE FURNITURE.

BUCKLES.	Sizes. Inch.	Whole. l. s. d.	Half. l. s. d.
Each buckle, dee, or bridge, for the reins and strappings	$\frac{3}{4}$	0 0 9	0 0 5
	$\frac{7}{8}$	0 0 10$\frac{1}{2}$	0 0 6
	1	0 1 1$\frac{1}{2}$	0 0 7$\frac{1}{2}$
	1$\frac{1}{4}$	0 1 3	0 0 10$\frac{1}{2}$
	1$\frac{1}{2}$	0 1 6	0 1 0
	1$\frac{3}{4}$	0 2 0	0 1 6

TRACE RINGS, TUGG BUCKLES, &c.		Iron. l. s. d.	Plated. l. s. d.
Collar tugg buckles, per pair	2	0 2 6	0 7 6
	2$\frac{1}{4}$	0 3 0	0 10 0
Collar dees, ditto — —	2$\frac{1}{2}$ or 2$\frac{3}{4}$	0 3 0	0 10 0
Trace Rings, the pair, - -		0 3 0	0 10 0
Woodcock eye, ditto, - -		0 3 0	0 15 0
Spring ditto, ditto, - -		0 4 6	0 18 0

BITTS, each, with CURBS.	l. s. d.	l. s. d.
A coach or chariot duke-bitt -	0 8 0	1 12 0
A chaise ditto - - -	0 7 0	1 10 0
A coach or chariot straight chelk-bitt	0 6 0	1 8 0
A chaise ditto - - -	0 5 0	1 6 0
A bridoon with horns - -	0 2 6	0 10 0
A ditto, plain - - -	0 2 0	0 8 0

HEAMS, per pair.	Large. l. s. d.	Small. l. s. d.
Plain polished or covered - -	0 10 0	0 8 0
Plated all over the outsides -	4 0 0	3 18 0
Ditto the loops only - -	1 15 0	1 13 0
Ditto the loops and links - -	2 5 0	2 3 0

Extra to the Heams.	Plated. l. s. d.	Iron. l. s. d.
Solid loops in the heams for the reins to pass through - - -	0 6 0	0 3 0

	Size of the moulding.	Housings. Silver.		Housings. Plated.		Winkers. Silver.		Winkers. Plated.	
	ths	s.	d.	s.	d.	s.	d.	s.	d.
Square or octagon	4-8	18	0	8	6	12	0	6	0
frame for the out	3-8	14	0	7	0	10	0	5	0
edges - -	2-8 of an inch.	11	0	5	6	8	0	4	0
A ſaddle cantle 2 or	3-8					8	0	4	0

HOUSING FURNITURE.	l.	s.	d.
A territ for a ſaddle or houſing — —	0	6	0
Ditto for the headſtall — — —	0	5	6
Ditto, with a fly — — —	0	6	6
A ſcrew for the houſing — —	0	1	6
A ſocket for either territ or ſcrew —	0	1	0
A ſcutcheon for a ſcrew or territ — —	0	0	6
A watering or bearing hook — —	0	5	0
A plate for ditto — — —	0	1	6

The following are the prices of the ſeparate parts of a harneſs, both with and without the furniture, for the purpoſe of ſhewing what each part will coſt, as it often happens that new leather work is put to the old furniture, and ſometimes new furniture to the old leather. The heams, the collar-dees, the trace-rings, and tugg-buckles of the furniture, are conſidered to be of poliſhed iron: the other parts of the furniture, plated with ſilver; and conſiſt of the half-buckles, the dees, the bridges, the territs, the hooks, &c. But the ornaments for mounting the houſings and winkers are not included, being of ſuch various patterns; a reference muſt therefore be made to the tables, wherein theſe things are ſtated. Page 68.

THE

	With furniture. l.	s.	d.	Without furniture. l.	s.	d.
THE BRIDLE.						
A bridle complete	1	1	0	0	12	6
A headſtall	0	2	6	0	2	0
A throatband	0	2	6	0	1	6
A winker	0	3	6	0	3	6
A winker-ſtrap	0	1	6	0	1	6
A cheek to a winker	0	3	6	0	2	6
A front of plain leather	0	1	6	0	2	6
A noſe-band	0	3	0	0	2	0
A forehead-piece	0	1	6	0	1	6
THE REINS.						
A ſet of long reins, complete, for a pair of horſes	0	18	0	0	16	0
A pair of long hand-reins only	0	10	0	0	9	0
A pair of coupling-reins	0	7	6	0	6	6
One ditto	0	4	0	0	3	6
A pair of bearing-reins	0	12	0	0	9	6
One ditto	0	6	0	0	4	6
A chaiſe long hand-rein	0	10	0	0	9	0
A bridoon head and rein	0	8	6	0	7	0
A bridoon-rein only	0	5	6	0	4	0
A bridoon-ſtrap	0	1	0	0	0	9
COLLARS.						
A round or neck-collar, with heams and tuggs complete, for a phaeton or chaiſe	1	10	0	1	0	0
Ditto for a coach or chariot	1	11	6	1	2	0
A collar only	0	9	0	0	9	0
A pair of collar-tuggs	0	14	0	0	12	0
A heam-ſtrap	0	1	0	0	1	6
A round falſe-collar	0	7	6	0	7	6
A houſing or cap for a round collar	0	2	6	0	2	6
A breaſt-collar	0	15	0	0	10	6
A falſe breaſt-collar	0	8	0	0	8	0
THE BREECHING AND BELLY-BAND.						
A breeching for coach or chariot	0	12	0	0	10	0
Ditto for a chaiſe	0	10	0	0	8	0
A breeching-ſtrap	0	3	6	0	3	6
A falſe belly-band	0	6	0	0	4	6

	With furniture. l.	s.	d.	Without furniture. l.	s.	d.
THE CRUPPER.						
A crupper with a long turn back-ſtrap	0	12	0	0	10	6
Ditto without a turn back-ſtrap	0	10	0	0	8	6
A crupper-dock	0	2	0	0	2	0
The TRACES for a COACH and CHAISE.						
A pair of wheel or ſhort leading-traces, 2 inches wide	1	0	0	0	18	0
A pair of long leading-traces, ditto	1	18	0	1	16	0
A pair of wheel or ſhort leading-traces, $2\frac{1}{4}$ wide	1	4	0	1	2	0
A pair of long leading-traces, ditto	2	4	0	2	2	0
HOUSINGS.						
A houſing with its pad and belly-band complete	1	10	0	0	12	0
A pad only for a houſing	0	3	6	0	3	6
A long ſide belly-band to the houſing	0	3	6	0	2	6
A ſhort ſide ditto to ditto	0	2	0	0	2	0
SADDLES.						
A ſaddle complete, with ſurcingle, &c. for a chaiſe harneſs	1	16	0	1	0	0
A ditto, with double or jockey ſkirts, for a ditto	2	0	0	1	4	0
A ſhort ſide of the ſurcingle or belly-band	0	2	0	0	2	0
A long ſide of ditto	0	3	6	0	2	6
A new pannel put in either chaiſe ſaddle	0	6	0	0	6	0
A back band for a chaiſe ſaddle	0	8	0	0	8	0
A pair of ſhaft-tuggs for ditto	0	4	0	0	3	0
A ſhaft-band to a tugg	0	2	0	0	2	0
A poſtillion-ſaddle, with ſtirrups and girths complete	2	6	0	2	2	0
A pair of worſted girths for a ſaddle	0	3	6	0	2	6
A pair of new ſtirrup-leathers for ditto	0	9	0	0	5	0
A new pannel for a poſtillion-ſaddle	0	8	0	0	8	0
STRAPPINGS.						
A back or hip-ſtrap, with tuggs	0	8	0	0	6	0
A tugg for either ſtrap	0	2	6	0	1	6
A Newmarket-ſtrap	0	2	6	0	1	6
A neck or wither-ſtrap	0	4	6	0	2	6
A ditto with a ley	0	6	0	0	4	0

MARTINGALES.	With furniture. l. s. d.	With furniture. l. s. d.
A martingale from the head to the belly-band	0 15 0	0 12 0
A ditto from the collar to the belly-band or breaſt-piece	0 8 0	0 7 0
PAD CLOTHS.		
A pad, or houſing-cloth, bound with lace	— —	0 6 0
A ſaddle ditto	— —	0 8 0
ROSES, FRONTS, AND EARBOWS.	Worſted.	Silk.
A pair of white or coloured roſes, and lapping the old fronts	0 8 0	0 16 0
Ditto with a pair of new fronts	0 11 0	0 19 0
For lapping the old pair of earbows	0 2 6	0 4 0
For a pair of new earbows and lapping	0 5 0	0 7 6
A pair of new roſes, and lapping the front of a one-horſe chaiſe harneſs	0 7 0	0 14 0
Ditto, with a new front and lapped	0 8 6	0 15 6
Ditto, with a new earbow, ditto,	0 10 0	0 17 9

SECT. 1.

MENDING THE HARNESS

By ſplicing on new pieces of leather, putting on new billetts and loops, and ſewing the places where ripped.

For every ſix inches, or under.	A Splice. l. s. d.	A Sewing. l. s. d.
To the trace	0 1 6	0 0 9
To the breechin-ſtrap, or ley	0 0 9	0 0 6
To the crupper-ſtrap, or ley	0 0 8	0 0 6
To the ley of the breaſt-collar or heam-tugg	0 1 0	0 0 6
To the pipe of the breaſt-collar or heam-tugg	0 1 3	0 0 9
To the belly-band	0 0 9	0 0 6
To any of the ſtrapping, of 1½ inch wide	0 0 8	0 0 6
To the reins or bridle	0 0 6	0 0 4
Refixing a buckle, a bridge, or dee	0 0 6	0 0 4
LOOPS AND BILLETTS.	A Loop.	A Billett.
To the ſtrapping	0 0 3	0 1 0
To the bridle or reins	0 0 2	0 0 9

CHAP.

CHAP. III.

ON HIRED CARRIAGES.

THE vexation that a proprietor meets with, in repairing his own carriage, induces him frequently to hire, rather than purchaſe, in order to avoid future expence and trouble; but, unleſs very cautious in the engagement, he falls into the ſame, if not greater, inconveniences and expences, than if the carriage was his own. Gentlemen, and in particular thoſe of the medical line, whoſe buſineſs requires an almoſt conſtant uſe of their carriage, find an advantage in furniſhing themſelves this way, as the frequent repairs, and delays thereof, would expoſe them to a number of inconveniencies and expences, which are by hiring avoided; but for thoſe whoſe uſe of a carriage is not ſo conſtant, it is by no means an adviſeable plan, which may be judged of by the number of wheels that are conſumed, as there are many who do not wear out their wheels in three or four years, while others wear them out in twelve or ſix months. The one finds an advantage, but the other pays dear for

for the uſe of their carriage, if hired. The probable expences of repairs required to a carriage are ſtated in page 14; from which ſtatement may be determined the preferable mode to adopt.

SECT. 1.

HIRING CARRIAGES BY THE YEAR.

COACHES and chariots are the ſort of carriages generally hired by the year; and they are moſtly built purpoſely for the occupier, and finiſhed agreeable to his fancy, in the ſame manner as if they were to be purchaſed. They are generally engaged, indeed, for ſuch a time as they might reaſonably be expected to laſt, either with the faſhion or ſtrength, which is moſtly for four years. Suitable harneſs is uſually engaged with the carriage; which, together, are to be kept by the builder in wheels, and every neceſſary repair, excepting only ſuch as have been occaſioned by accident. The painting the carriage and putting on a new hammer-cloth are uſually done within the time; but this depends on the agreement. Phaetons, curricles, or chaiſes, if built for hire, are charged for by the year, although only uſed ſix months; which being thoſe of the ſummer, leaves the carriage an incumbrance for the winter, and when they are not likely

likely to ſell: but the price for hiring all carriages, whether coach, chariot, phaeton, curricle, or chaiſe, is proportioned to the value of the carriage, after the following manner.

SECT. 2.

THE YEARLY VALUE OF HIRE RATED.

TO rate the value for the hire of carriages, is to divide the coſt by the number of years for which it is engaged, and adding one year for the value of the carriage when taken off the hire; that is to ſay, if a carriage is engaged for four years, divide its coſt by 5; if for three years, divide it by 4; and ſo on for as long or ſhort a time as may be engaged for above one year.

Some builders make a rule to charge for a number of articles that are added to finiſh a carriage beyond a certain extent, making extras of as many things as amount to one year's hire. The faireſt method is, to compriſe them all in one valuation, with all the future coſt, which may eaſily be computed; and divide the total as follows: Suppoſe the value of both the carriage and harneſs amount to 140 guineas; the expence of the wheels, and other repairs, for the firſt year, is 2 guineas; the ſecond year, 10 guineas; the third year, 12 guineas; the fourth year, 16 guineas;

guineas; the fifth year, 24 guineas; and, if new painted, or have a new hammer-cloth and holders, add the price thereof to the price of all the reſt, making them into one ſum total, which divide by one more than as many years as the carriage is engaged for; as thus—Suppoſe the firſt coſt of the carriage, with harneſs, to be 140 guineas: the expence for repairs, added makes the full coſt 180 guineas, which are then divided by one more than the number of years, for 4 year's hire, which is 5, and that gives 36 guineas for the yearly value for hire as follows:

Time.	Expence for Repairs.	Total Coſt.	Divide by	Year's Hire.
For one year	2 gs.	142 gs.	2	71 gs.
For two years	12 —	152 —	3	50 —
For three years	24 —	164 —	4	41 —
For four years	40 —	180 —	5	36 —

If, in the time, the carriage is once new painted, and furniſhed with a new hammer-cloth and footman-holders, as it moſtly is if hired for more than two years, then 20 guineas more muſt be added to the ſum total, and divided as above, the expence is then as here ſtated.

Time.	Expence for Repairs, &c.	Tot. Coſt.	Divided by	Yearly Value of Hire.
For three years	44 gs.	184 gs.	4	46 gs.
For four years	60 —	200 —	5	40 —
For five years	84 —	224 —	6	37 —

By

By this rule the value of hire for every ſort of carriage may be aſcertained, if greater or leſs in the expence; allowing the carriage, when off the job, to be worth the price of one year's hire, which, with what is received, makes up the full price of the carriage. When carriages are thus let by the year, a formal engagement is moſtly entered into, to bind each contracting party, for the full perfecting their ſeparate agreement, of which the following is a copy.

'ARTICLES OF AGREEMENT made and entered 'into this one thouſand ſeven 'hundred and between A. B. 'gent. of the county of on the one 'part, and C. D. coachmaker, of the county of ' on the other, and this certifies, that the 'ſaid C. D. doth agree to build, and preſerve 'in good and ſubſtantial repair, a carriage, with 'harneſs, for the uſe of the ſaid A. B. until 'the full expiration of years, from the date 'hereof, after the following rate and manner:

(Here is to be inſerted the manner in which the ſaid coach is to be built, with all the particulars of keeping the ſame in repair, the time of new painting, hammer-clothing, &c.

'In conſideration whereof, the ſaid A. B. 'doth agree to pay, or cauſe to be paid, the 'ſum of annually, the firſt year's pay- 'ment on receipt of the carriage, the ſecond on

'the

'the commencement of the ſecond year, and ſo 'forth, each year's hire to be paid in advance; and 'at the expiration of the year, the ſaid car- 'riage, with harneſs, to be returned to the ſaid 'C. D. with glaſſes whole, and every part of the 'ſaid carriage and harneſs complete and whole, 'excepting ſuch deficiency as may be expected from 'reaſonable wear and tear while in uſe: And 'further the ſaid A. B. doth agree to pay for all 'repairs done to the ſaid carriage and harneſs, 'which was occaſioned by accident, and not by 'fair uſe; and alſo to allow the ſaid C. D. to do 'thoſe and every other repair unto the ſaid car- 'riage and harneſs, providing the diſtance and 'time will permit, the ſaid carriage and harneſs 'to be ſent to the ſaid C. D. but on all and every 'occaſion to ſend advice, when time will permit, 'previous to having any repair executed.

'The ſaid carriage and harneſs for the time 'being to be conſidered as the ſole property of 'the ſaid A. B. and for whoſe, or family's, uſe 'only, the ſaid carriage and harneſs are to be 'furniſhed.

'In witneſs hereof, each party hath ſepa- 'rately ſet their hands and ſeals, this 'day of 17

Witneſs F.G. } A. B. C. D.

This agreement may be drawn on two ſix-ſhilling ſtamps, by any indifferent perſon.

In

In the above indenture each party may bind, with themſelves, their executors, adminiſtrators, or aſſignees; but the following inſertion would be good, in caſe of death: "That in caſe of demiſe of A. B. the executors, &c. do not, for the remaining part of the family, chooſe to continue the job, but return it on the coachmaker's hand, the advanced price, in proportion to the time, muſt be allowed, after the rate before ſtated; but in caſe of demiſe or failure of the coachmaker, and no one chooſe to continue the engagement, the coach, &c. may be returned, without any further conſideration than that at firſt entered upon.'

The return of the carriage cannot be demanded before the expiration of the period for which the advanced price has been paid, being, for that time, conſidered as the ſole property of the gentleman who occupies it, and by whom the duty is always paid.

SECT. 3.

THE HIRING FOR A SHORT PERIOD RATED.

IF a carriage be hired by the day, week, or month, or for leſs than a year, the jobber pays the duty. The accuſtomed price for carriages, whether

ther of two or four wheels, is 4s. per day; 24s. per week; and 4 guineas per month; the carriage to be returned on the ſame day of the week or month on which it was engaged, or may, in ſtrictneſs, be ſubjected to pay for another week or month ſo entered on.

Phaetons, and other ſorts of open carriages, pay more in proportion than the others, as the whole year's duty muſt be paid for them, though they can only be uſed a few months, and are, the remainder of the year, an incumbrance.

When coaches or chariots are let by the week or month, the harneſs is not let with them; but to a two-wheeled or a one-horſe carriage, harneſs is included. The reaſon, if any beſides cuſtom, is, that where a pair of horſes is uſed, it is alſo expected they have been accuſtomed to a regular pair of harneſs: but one-horſe chaiſes are frequently drawn by horſes uſed for carts, and other general purpoſes, and the owners ſeldom have harneſs adapted for chaiſe-work.

If a pair of harneſs is hired with a four-wheeled carriage, a charge of 5s. per week is uſually made. Thoſe hired carriages are expected to be turned out, cleaned, greaſed, and fit for immediate uſe; and they ſhould be ſuch as may be depended upon for ſafety and eaſe, which is but ſeldom the caſe, as they conſiſt moſtly of left-off carriages, which are a good deal decayed, and upon

which there can be but little dependance. A very unfair advantage is alſo taken by ſome jobbers, who charge to the hirer whatever is broken of the carriage while in uſe; although the damage may be occaſioned by inſufficiency, yet he charges for it as if it were by accident, though it ought to ſubject the perſon who let it to incur the damage. Not that it is meant to inſinuate this as a general practice, as there are many reſpectable jobbers, whoſe character is above an artifice of this ſort; but that it is practiſed, many gentlemen, who have been in the habit of hiring carriages by the day or week, have experienced. The jobber ſhould always be made acquainted with the intended route, and the time likely to be engaged for, as by that means he has no excuſe in not giving a ſufficient carriage.

SECT. 4.

GENERAL OBSERVATIONS ON HIRING.

CARRIAGES failing while on hire, if at a diſtance from the jobber, ſhould be repaired at the option of the occupier, and the bill paid ſhould be deducted from the jobber's account. A certificate ſhould alſo be obtained from the

perſon who made the repairs, that the failure was not occaſioned by violence. One thing neceſſary to be obſerved is, that, to prevent a colluſion between the jobber and the coachmaker who executes the repairs, the name of the former ought to be concealed from the latter; as parties, however diſtant, are frequently well acquainted with each other. It is not uncommon or improper, that when a carriage is hired by a ſtranger for a ſhort time, he ſhould leave a depoſit, to the amount of half the value of the hire.

CHAP. IV.

CARE AND PRESERVATION.

TO preſerve is certainly better than to mend; for, beſides the expence of repairs, it is, at the beſt, but a patch; and the injury done to the carriage, by taking to pieces and putting together, is a circumſtance which ought to command every attention againſt accident or neglect, whereby a carriage may ſoon be ſpoiled in its beauty, and injured in its ſtrength.

The perſons from whom this attention is to be expected, are the coachmen, who, in general, are people of ſmall capacity, ſelected moſtly from the lower claſs; who, from their ignorance, are liable to an obſtinacy which it is difficult to correct; and who, like the horſes entruſted to their care, require frequently a ſharp bit, a tight curb, and a laſh, to make them any way tractable. By habit and perſeverance, however, under the few inſtructions here given, they might make themſelves more uſeful to their employers, and thereby merit a proportionable allowance of ſalary, which is generally inſufficient for actual ſubſiſt-

ſubſiſtence, in particular where the man has a family to maintain. Perhaps an increaſe of wages might make them more alert in their buſineſs, and more attentive to the intereſts of their employers, and would, beſides, render them independent of thoſe meanneſſes of which neceſſity often induces them to be guilty. The many hardſhips which, in ſome ſervices, they are compelled to undergo, are almoſt intolerable: the late ſittings-up, and the long waiting-jobs, which expoſe them to the inclemency of the weather, muſt bring on colds; to reſiſt which they drink ſtrong liquors, to the no ſmall injury of both their health and pocket; and this ought to be compenſated for, more frequently, by the liberality of their maſters.

SECT. I.

ADVANTAGE OF HAVING THE CARRIAGE UNDER THE PROPRIETOR'S INSPECTION.

THE credit of the builder and the beauty of the carriage are never ſo well preſerved, as when the carriage is kept under the daily inſpection of its proprietor, which the want of a coach-houſe adjacent to his dwelling prevents, and the carriage thereby materially ſuffers from neglect.

Gentlemen, who job their horſes, are moſtly furniſhed by the jobber with a coachman and coach-houſe in his own yard, as it is his intereſt to employ ſuch coachmen as he knows will take care of the horſes; which by having them on their premiſes, and under their own inſpection, they can eaſily do, but are careleſs about the carriage; from which, alſo, the ſervant's attention is frequently called to engagements of his own, or of the hackneyman. The gentleman uſually boards the ſervant, and furniſhes him with livery; and the hackneyman pays the ſalary: it is the pay and the dependence on the hackneyman that command the greateſt influence. It ſhould be recommended to gentlemen, who are thus furniſhed with horſes, to engage their own coachman, and, if any way convenient, to have their coach-houſe and ſtabling where they can readily inſpect the ſervant's conduct. The hackneyman ſhould, in this caſe, make an allowance at the rate of 10l. per annum for a coach-houſe and two-ſtall ſtable, ſo found by the gentleman.

SECT. 2.

COACHMAN'S TOOLS.

IT is very impolitic in many people, not to furniſh their ſervants with proper conveniences, for

for want of which they frequently incur treble the expence in one year as would ſupply, for many, all the neceſſary requiſites for the coachman's uſe, with which he might employ many of thoſe leiſure hours, while the carriage is unemployed, equally to the improvement of himſelf, and the benefit of his maſter.

The requiſites, whereby a ſervant can make himſelf uſeful, ought not to be denied him. The principal of theſe are, a ſetter-prop, a hammer, a pair of pinchers, an iron chiſſel, a ſcrew-wrench, two leather ſkins, two ſponges, and two glaſs-cloths; ſome old or other ſtout leather, for waſhers; ſome twopenny and fourpenny clout-nails; a bruſh for the lining; two water-bruſhes for the carriage, the one broad and the other narrow; a ſpoke-bruſh; an oil-kettle and bruſh; a rag-mop and pail; greaſe, and lince-pins.

Theſe are the general conveniences allowed: but, excepting thoſe for waſhing and cleaning, are ſeldom uſed, as the coachmaker is uſually applied to for the moſt trifling job, which the ſervant might do, if furniſhed as above.

SECT. 3.

ON DRIVING.

EXPERTNESS in driving is the principal qualification of a coachman; but to know how to drive, ſo as to preſerve the carriage from the injury it is likely to receive by violent jolts or twiſtings, is a merit of no leſs value. If a carriage is driven on uneven pavement, it requires ſome attention to keep it always on a level, as it may receive more injury from inattention to this caution, although of only one mile's ſpace, than it would otherwiſe do by a week's fair and moderate uſe. Beſides, the riſk of breaking the axle-tree or ſprings, and the probable danger thereby to be apprehended, ought to operate as an additional caution in this reſpect.

The paces ſhould be regulated according to the ground, and the turnings according to the room; for, if not turned fair acroſs a channel, it twiſts the perch, or cranes, according to the deſcent, as the one wheel falls when the other, on the oppoſite angle, is on the riſe; and frequently by this the main, or perch-bolt, is broken; and, beſides the ſtrain it gives to other parts of the carriage, does it a material injury, in particular, when going faſt. The ſame frequently happens in roads where the ruts

are

are deep, by ſhifting of ſides; the fore wheels ſhould always be ſo directed as to roll on an even ſurface, and the hind ones, of courſe, will follow the ſame tract.

SECT. 4.

ON BRACING.

AS new braces always ſtretch in proportion to the weight of the body, and to the ſubſtance and quality of the leather, they are at firſt buckled at the point-hole, when turned out from the builder: other holes are made for the allowance of ſtretching; and, when ſunk about half the width of the next diſtant hole, may be taken up one; which is done by putting a reſt-ſtick under the bottom of the body, on that ſide which is to be taken up firſt, ſo as to relieve the weight from the brace while taken out to re-buckle. When the main braces are taken up, the collar and check-braces muſt be let out. They ſeldom ſtretch ſo as to require taking up above two holes, unleſs it be owing to the perch ſettling, whereby the body comes ſo cloſe to the ſprings as to afford but little room for it to ſwing. When the braces, by being taken up, become ſo long at the points as to look ill, the ſuperfluous part may be cut off at the point, or buckle-end.

Thoſe

Thoſe braces, which check or ſtay the body, ſhould not be tightened more than will prevent it ſtriking againſt the wheels or coach-box; for the more room the body has to ſwing, the eaſier is the riding to the paſſengers; the collar-braces, in particular, ſhould not be too much tightened, as the ſudden check the body frequently receives from the jolting of the carriage, renders the ſeat uncomfortable.

Shifting the braces higher or lower, is eſſential to preſerve them, as that part, on which the weight reſts, is deprived of the moiſture or greaſe, which preſerves the leather; the brace then becomes hard, and ſuſceptible of the wet and dirt which there lodges; and, in that part, is ſoon cracked and broke, while the reſt is quite good and freſh; therefore, to change the ſituation of the brace, however little, once a month, or leſs, will prevent the frequent neceſſity of lining, cutting, and ſplicing, to repair it, and which is alſo a great eye-ſore. By this care the braces will look well, and laſt a longer time than they otherwiſe would do. The ſame to be obſerved in pole-pieces, &c.

SECT. 5.

HAMMERCLOTHS.

HAMMERCLOTHS ſhould always be turned up, while ſtanding in the coach-houſe, but not if wet; for, if prevented from drying, they will then get mouldy, and rot. The loops, by which they are tied to the ſeat, ſhould be well looked to, to keep them cloſely confined, as ſhifting about on the ſeat helps much to wear them out. If any part of the top begins to unrip, let it be immediately ſewed, as the great weight of cloth and lace will help to rend it much farther. After a duſty journey, let it be well bruſhed, as the rain, when combined with the duſt, will totally ſpoil its beauty; the fringe and lace harbour much duſt, and therefore require to be well beat out. The front, at the bottom, by the weight of the coachman's ſitting, gets under his feet, when the ſeat gets hollow; the only remedy is, to alter the ſeat, by tightening the cradle, or by unripping from the top, and ſloping a piece out of the middle of the front breadth at the top, and reſewing it as before.

SECT. 6.

LINING.

LET the carpet be often cleaned and reverſed, ſo that the wear may not always be in one place. Let the powder be well bruſhed from the cloth after uſe, and often change the cuſhions of a coach to the oppoſite ſides; if to ſtand by any time, turn them; and place a flat, broad piece of wood in the hand-holders, to preſerve their ſhape. The blinds ought always to be put up, to keep out duſt or vermin. The ſhutters of the doors, and the front lights, if made of cedar, will prevent moths harbouring; if not, a few cedar ſhavings in a bag, laid on the ſeats, will anſwer the purpoſe.

SECT. 7.

DOORS.

A DIFFICULTY is often experienced in opening or ſhutting the doors; and frequent application to the coachmaker is made to eaſe them, which is done by planing away the ſides, and giving more room; but in dry weather, after ſuch eaſing, the vacancy is often ſo great as to be quite unpleaſant, frequently miſſing the ravets, and letting in both light

light and air, for which there is but little remedy. The ſwelling of the doors is occaſioned by a moiſt or damp air, which operates on the timber as on a barometer. As, in moiſt air, it ſwells; ſo, in dry, it ſhrinks; although the timber, when uſed, may be perfectly well ſeaſoned. When this occurs, rub the ſhutting edges, or ravets, with ſoap, which moſt likely will eaſe the obſtructions; and, if not very troubleſome, bear a little with the inconvenience, rather than admit of too great a reduction of the doors; which is doing them an injury paſt remedy. In ſhutting the door, care ſhould be taken not to force it with ſudden violence, whereby the glaſs is ſometimes broken: the lock-bolt ought to be ſufficiently turned back, that it may not ſtrike againſt the pannels. In opening the door, it ſhould not be thrown back with violence, as the hinges may likely be ſtrained or broken. If the hinges are a little ſtiff, ſweet oil or greaſe is good. The ſpindle is eaſily twiſted by the handle being forcibly ſtrained, and then lies in a direction ſo as to make it doubtful if the door be faſtened. Glaſſes and ſhutters are ſometimes obſtructed in the ſliding; to remedy which, rub the groves on which they ſlide moderately with ſoap, ſo as not to ſoil the cloth which covers the frames: wet weather contributes much towards this; therefore, after being expoſed to the rain, let the glaſs-frames remain up to dry.

SECT.

SECT. 8.

STEPS.

BE particularly careful that thoſe ſtops, or iron ſupports, againſt which the ſteps ſtrike in falling, are neither of them removed, ſo that the preſſure may not injure the moulding, or the ſtep be ſtrained for want of an equal bearing. If moved or looſened, put in a ſtout fourpenny nail, with the point cut acroſs to prevent ſplitting; and ſcrew the nut tight, but ſo as not to confine the joint, or prevent its free action. If the joints are ſtiff, a drop of ſweet oil, worked in, will eaſe them. If the top joints are too looſe, ſo that the ſtep is ready to fall, on opening the door, tighten the under nuts; and if the other joints are looſe, whereby the ſtep ſhakes on the inſide, tighten the rivets, by holding the head of one hammer on the head of the rivet, and, with the tail of another, ſpread the rivet on the inſide: about a dozen light blows on each will do it.

SECT. 9.

COACH-BOX SEAT AND CRADLE.

THIS often gets looſe, by the ſhaking of the carriage, and the weight of the coachman; to remedy which, let the ſeat-ſtraps be unnailed and untwiſted from the ſtandards, and then tightened as much as poſſible by the moſt forcible purchaſe; the hammer handle is moſt commonly uſed for that purpoſe: let it then again be twiſted round the ſtandard, and nailed as before.

For the ſeat, thoſe cradles are the beſt which buckle, ſo that, without taking off the ſeat, they may be taken up or let down at pleaſure. For the other, the ſeat muſt be removed, and the ſtraps, which ſupport the cradle at the one end, unnailed from the top of the ſtandard. Thoſe ſtraps are twiſted round an iron ring in the cradle end, and round the loop end of the ſeat iron; and likewiſe twiſted round the ſeat iron itſelf, ſo as to bring the ends of the ſtrap back to the top of the ſtandard, where it is nailed, and is, by this means, let down or taken up at pleaſure.

SECT. 10.

SCREWING THE BOLTS.

THE ſhaking of the carriage frequently looſens the bolts and nuts; and, if not attended to in time, the timber, or iron-work, thereby confined, ſuffer a material injury, and, though a ſimple matter to ſecure, the coachmaker is often ſent for to do what the coachman himſelf might have done in half an hour. The ſcrew-wrench is here particularly uſeful, as it can be adapted to all the ſizes of the nuts. A carriage in conſtant work ſhould have the bolts or nuts tried once a fortnight; but, in ſcrewing them tight, no violence ſhould be uſed, whereby the threads of the nut may be ſtrained, or the bolts broken.

SECT. 11.

WHEELS.

WHEELS ſuffer much by hard driving on rough ground. It reſts with the proprietor to guard againſt this, whoſe option alone can dictate. The common principle of wheel-boxes ſhould, while in common uſe, contain the greaſe one week, unleſs

unleſs travelling hard, or going poſt, then twice or thrice a week is needful. By letting the wheels have much room on the axletree, the carriage is made to run lighter, but prevents the greaſe from being ſo long retained, and gives more play, whereby the boxes are ſooner worn out. When both (or either) of the extremities of the wheel-nave are worn by friction, a leather-waſher, or two, according to the neceſſity, cut ſo as to fit exactly to the axletree, muſt be applied, and ſhould be placed at the fore or lince-end, and tightened by the nut againſt the wheel, as forcing back towards the ſhoulder helps to fit the box tighter to the arms. When it gets too roomy, it muſt be taken out, and filled by the coachmaker. The nuts being looſe on the ſcrew, make an unpleaſant rattling; to remedy which, wind a little tow round the ſcrew, which will prevent noiſe, till the nut can be altered.

SECT. 12.

WHEEL-IRONS.

THOSE things when looſe, by being fixed from iron to iron, make a diſagreeable, rattling noiſe. To remedy this, they muſt be ſhortened as often as the ſplinter-bar ſettles to their ſtrain; but by too frequently ſhortening them, they will contract the

ſplinter-bar quite round, or as far as the wheels will permit, which is both expenſive and unſightly, and may be greatly avoided by a piece of leather placed quite round the hook, ſo as not to let the two irons touch: a thin piece, or waſher, ſhould be placed between the nut and eye of the wheel-iron, which, if too big for the axletree-arm, may have the waſher ſo cut as to eaſe a part of it on which the eye goes; or, by twiſting a piece of lay-cord only round the eye-rim, it will be confined, and prevented from rattling; and this will ſave the ſtraining of the bar, by frequently ſhortening the iron, which is only ſhort enough while the bar is on the ſtrain, or remains unſettled.

SECT. 13.

POLES.

WHEN the pole has too much room, ſo as to ſhake about, two thin pieces of leather ſhould be nailed to the chaps, before and behind. If it requires to be raiſed, a piece ſhould be nailed on at the bottom in front, and at the top behind. If the gib be too large, a piece of leather, nailed on it's bottom, or on the top of each futchel, helps to tighten and fit it to the ſtaple. A piece of leather, like a waſher, or ring, placed between the pole-pin

pin head and timber, will much preſerve the futchel at the pole, as the working of the pin deſtroys the timber. The pin ſhould always be moderately tight in the hole; when looſe, ſupply the room with a piece of leather: and it ſhould be drove out with another pin of a ſmaller ſize, as the hammering againſt the timber bruiſes it much, and often occaſions the neceſſity of a new futchel.

SECT. 14.

RATTLING.

RATTLING is very unpleaſant, and is a ſure ſign of ſomething being looſe about the carriage, which requires to be tightened, or lined with a piece of leather. The ſqueaking of any part is to be remedied by a little greaſe or oil: it frequently happens in the bolts of ſprings, or of ſhackles, where the wet has got in, and ruſted; but it generally proceeds from ſome looſe bolt or nut.

SECT. 13.

CLEANING.

A CARRIAGE ought always to be cleaned, if poſſible, immediately after uſe, before the dirt dries on it; but when that cannot be effected, and the dirt is ſtiff, ſluice it well, and give the water time to looſen it, as, by rubbing it, when dry, the ſmall ſtones will ſcratch the paint, and particularly injure the varniſh on the pannels. In placing the ſetter, to clean and raiſe the wheels, care ſhould be taken that it does not preſs on, or rub againſt, any part, but that the bearing may reſt on the pin only, as frequently the timbers are much bruiſed by this inattention. Soft water is preferable, if to be obtained: ſea water is a great hurt to the paint, as the ſalt penetrates through the colour; and on the iron work it totally deſtroys the paint, and leaves the iron bare and ruſty. The iron work ſhould always be wiped perfectly dry, particularly the ſpring, as the wet or damp gets between the plates, which occaſions them to ruſt, and to bliſter out at the edges.

SECT. 16.

PRESERVATION WHILE STANDING BY.

A COVER is here very needful, as it keeps the pannels and braces from moulding by the damp. The hammercloth ſhould be taken off, and put in the body. Once a month, the carriage ſhould be taken out; the leather braces wiped over with a greaſy rag; the pannels and japan wiped over with a ſoft, woollen cloth, damped with a little ſweet oil, and dried off with another ſoft cloth, ſprinkled with a little flour; the doors ſhould be opened to let out the muſty or foul air; the timber wetted by ſluicing, particularly the wheels, and if dry weather, and the carriage is likely to ſtand long, a hay-band ſhould be wrapped round the ſpokes at the bottom againſt the nave, and wet thoroughly: to prevent the nave from ſhrinking, change the bearing of the wheels oppoſite, when put in again.

SECT. 17.

PRESERVATION OF PAINT OR VARNISH.

TO preſerve the original luſtre of varniſh, is to maintain the beauty of carriages, which may, in a

great meaſure, be effected by a little attention and care. The paint being coated with varniſh, is preſerved thereby. The principal objects are the varniſhed pannels and the japanning. The wheel, or carriage-part, is only once varniſhed, to aſſiſt the gloſs on the firſt painting; and being ſo ſubject to rub in wearing, it cannot be ſuppoſed to maintain its original beauty, though much may be done by the circumſpection uſed in keeping them free from dirt or greaſe of any kind, and not to rub it in cleaning with any thing coarſe, but to uſe ſoap with warm water, if much tarniſhed by ſtanding long, and to put it always by in a dry ſtate, in particular the iron work.

SECT. 18.

COMMON VARNISHED PANNELS.

THE luſtre of theſe is not ſo high, nor the ſurface ſo ſmooth as on the poliſhed pannels; but, by attention, will likely wear better and longer, as the quantity is not ſo great, which is the principal cauſe of its failure. The japan and varniſh are much of a quality, and the treatment ſhould be the ſame. A carriage, when firſt painted, ſhould have every poſſible care to preſerve it from ſpotting with dirt, in particular with chalk or clay ſoil, as the body of

of colour and varniſh takes a conſiderable time to harden ſufficiently, to reſiſt the penetrating damp of the dirt or clay, which, if allowed to dry, or remain any time on, leaves a ſtain which ſometimes cannot be effaced but by time and air; ſome colours, in particular verdigriſe greens, ever retain thoſe ſpots, or at leaſt for a conſiderable time. Therefore, ſo ſoon as a carriage, newly painted, comes in from work, and is any way ſpotted, ſluice the pannels from the dirt, and with a wet leather-ſkin, or ſponge, rub it well all over. Stains will alſo appear where the rain has run for any length of time: for this obſerve the ſame rule; but if it ſhould not be effaced by theſe means, let it remain a day or two, and then rub the pannels all over with a ſoft baize and a little ſweet oil, ſo as juſt to damp them; then rub the ſtained places with a little more ſtrength than the other parts of the pannels; dry off the damp of the oil with another piece of baize; then, with a third piece, and a little flour, wipe or rub the pannels very dry; and, if the ſtain has not then diſappeared, rub it hard with the palm of a dry ſoft hand, drawing it ſmartly down, which is only known to be ſufficiently done when it creates a ſqueaking ſound by the rubbing. This will probably clear the ſtains; if not, leave it ſome time longer, and again uſe the ſame experiment: if then it cannot be cleared, the colour or paint beneath the varniſh is ſure to be

injured, and nothing but time will effect a change. Rubbing thoſe common varniſhed bodies rather ſtrong with a ſoft ſkin, and drying them well with another, helps to increaſe the luſtre of the varniſh; and a common varniſhed body, well kept, and often cleaned, frequently improves in its luſtre.

SECT. 19.

HIGH VARNISHED OR POLISHED PANNELS.

THE clear brightneſs of this poliſhed ſurface, ſhews every little blemiſh to a diſadvantage; and, though likely to be ſtained from the ſame cauſes as the other, yet the colour is not ſo apt to be affected, as it is much thicker coated with the varniſh, and the reſiſtance ſtronger, but for which, uſe the ſame experiment as before noticed. Theſe bodies, in cleaning, are to be dealt with lightly. Be very careful not to rub them hard with any thing: ſponge the dirt well off, and wipe very dry with a ſoft baize. While the pannels are wet, they muſt not be expoſed to the ſun, which indeed, at all times, ought to be avoided as much as poſſible, as nothing affects the varniſh more. When the pannels are warm with the ſun, do not immediately waſh them, but let the carriage remain in a ſhade till cool: if

dirty

dirty with the roads, let it be bruſhed off, as wiping with a cloth may ſcratch or rub the varniſh.

SECT 20.

TO RESTORE THE LUSTRE OF VARNISH.

THE cauſe of varniſh looking dull, ſtriking in, or cracking, as often ariſes from the badneſs of its own quality, as any improper treatment in cleaning, or effect of the weather; the high varniſh, in particular, on account of the extra quantity uſed, which, if not good, produces a change much ſooner than in the common varniſhed bodies, the latter being much thinner. When the varniſh appears to crack, it can only be remedied by the painter, who ſhould be immediately applied to; but if the varniſh ſtrikes in, and looks dull, as is often the caſe from the weather, uſe the following means: Get a quarter of a pound of rotten ſtone, or triſſal, from a colour-ſhop, which muſt be ground with water, and uſed of the conſiſtency of paſte; double a piece of woollen cloth, and, with the flat part, rub the pannels, with a gentle force, for about a quarter of an hour, taking care to rub equally all over; waſh off the ſubſtance; and, with the hand free of corns, and damped with a ſoft leather,

leather, which is held in the other, rub ſmartly downwards, till, by the friction, it makes a ſhrieking noiſe, as before noticed. If this does not ſufficiently poliſh, which ſeldom fails, the rubbing with rotten ſtone and hand ſhould be again repeated. Much depends upon the hand rubbing the pannels and mouldings clean, as before directed, with ſoft baize, oil, and flour. If well managed, the carriage will look nearly as well as if new painted, particularly with common varniſhed bodies, they having never gone through the proceſs before.

Thus, with one or two days trouble, and for about one ſhilling, the expence of new painting may be ſaved.

Poliſhed bodies ſhew the leaſt blemiſh, but, if not a ſcratch, may eaſily be cleared off, by a little rotten-ſtone, and rubbing that part only, as before mentioned: but if, by rubbing, it looks brighter than the reſt, do it all over. A ſcratched pannel, where the injury has not penetrated to the colour, may be poliſhed out, rubbing it firſt with a little fine powdered pumice-ſtone, with a cloth and water, the ſame as with rotten-ſtone; but care muſt be taken not to rub it hard or long, as it is a ſharp and penetrating powder, and ought only to be uſed when the other is not effectual.

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A little colour, the ſame as that with which the carriage is painted, ſhould always be kept in reſerve, as the change, by time, occaſions a difficulty in matching it. This would be convenient, alſo, in touching the blemiſhed places, particularly the mouldings, or carriage part, &c. About as much as will fill a ſmall gallipot of each colour will be ſufficient; which, to preſerve good and moiſt, muſt be kept in a pan of water, taking care that it never be ſuffered to dry. The bruſh or pencils muſt alſo be kept in the water. A little varniſh, alſo, in a clean phial, kept cloſely corked, may ſometimes be found convenient. The whole amount of the expence cannot exceed three or four ſhillings.

CHAP.

CHAP. V.

PURCHASING OF SECOND-HAND CARRIAGES.

THOSE who are inclined to purchaſe ſecond-hand carriages, ought to be very cautious in their dealing, as the impoſitions practiſed in this buſineſs are not inferior to thoſe uſed by horſe-dealers.

The great demand, within theſe twenty years, for ſecond-hand carriages, for foreign and home uſe, has induced many unſkilful perſons to commence dealers, who call themſelves *Brokers*, and pretend to buy for the purpoſe of breaking-up and diſpoſing of the old materials, but who, in general, inſtead of breaking, vamp up, and reſell ſuch carriages at an exorbitant price, impoſing thereby both on the public and the trade. The profit which thoſe dealers realize on an old carriage of 50 or 60l. price, is commonly greater than the builder's originally was, when new, and often exceeds the half of what it is ſold for; yet many people imagine, if the price is about one-half the original value, the purchaſe is reaſonable,

ſonable, when, in fact, it is not worth one-quarter, or even an eighth.

The means whereby thoſe people are enabled to ſell their carriages, is by giving to them a good appearance, and imitating, as much as poſſible, the faſhion. This they do by ornamenting them in particular with plated work, new painting, putting in a new lining, with ſome ſhowey lace, new wheels, or ringing them with new iron, to give them the appearance of new, adding new lamps, &c. All the materials uſed for this purpoſe are of the cheapeſt ſort, manufactured on purpoſe; but which, to a perſon unacquainted, look, for the moment, as well as the beſt. The expence, in fitting up, is chiefly beſtowed in ornament, without, in the leaſt, attending to the ſubſtance of the carriage, which is ſeldom worth one-half of what is thus beſtowed upon it in ornament.

SECT. 1.

REPOSITORIES.

BROKERS, or dealers, find a great convenience in Repoſitories, now eſtabliſhed in numbers; and as they can there vend their goods, without being queſtioned as to the quality of the carriage,

carriage, which might detect the impoſition; others, who are of the trade, ſometimes make a convenience alſo of a Repoſitory, for the ſame reaſon as the brokers; for they can there vend what, in their own ſhops, they would be aſhamed of. From the apparent advantage of purchaſing from thoſe Repoſitories, people are induced to buy from them, in preference to dealing with a private trader: but, every perſon attending thoſe places, ought to act with double caution, as their principal dependence is upon the brokers, or dealers in ſecond-hand carriages, who take care to furniſh them with a variety of all ſorts. It is therefore the intereſt of the Repoſitory-keepers to recommend the carriages of brokers, in preference to thoſe belonging to ſtrangers, which may alſo be ſent there for ſale, and of whom the brokers moſtly contrive to buy at their own price; for, as their's are likely always to be firſt recommended, the other's muſt remain on hand, which not only ſerves the broker, but themſelves; for, from frequent ſelling, and being again immediately ſupplied by the ſame parties, nothing is loſt by the rent for ſtanding, and much gained by commiſſion; while a ſtranger who has but one carriage to ſell, the longer it remains unſold, and at rent, the better; when, at laſt, the proprietor, wearied with waiting, and having the expence increaſed,

increaſed, and the carriage prejudiced by long ſtanding, is induced to accept the broker's price.

Another great diſadvantage attending thoſe places is, that no communication is admitted between the buyer and the ſeller, who are both not unfrequently impoſed upon, by exacting of the buyer more than is meant to be taken, and paying to the ſeller leſs than he expected to get; ſo that, out of both, a conſiderably greater profit, than that ariſing from the commiſſion and ſtanding, is likely to be derived by the repoſitory-keeper, without adding any thing to the value of the carriage thus ſold.

As there is ſuch a riſk in purchaſing from thoſe places, it is to be recommended that no perſon will adopt this method, but under the direction of ſome ſufficient tradeſman, who may be competent to judge of the real value of carriages in every ſtate; for, although a carriage may look fair, by being diſguiſed with paint and putty, which is artfully laid on, yet the carriage may be nearly rotten, and ought rather to be broken up than made uſe of.

SECT. 2.

DIRECTIONS FOR PURCHASING CARRIAGES.

THE moſt obvious way to prevent being impoſed upon, in the purchaſe of ſecond-hand carriages, is to expoſe ſome of the moſt general artifices made uſe of by the ſeller; and, by attending to the few inſtructions here given, a perſon may purchaſe with tolerable ſecurity. It is uſual, in order to promote the ſale of a carriage, to pretend it belonged to ſome perſon of credit, who has parted with it, only becauſe one of another kind was more convenient. It may alſo be noticed, that on the pannels may be painted ſome fictitious arms, creſts, or coronets, and the name of a perſon, of whom they have once bought or exchanged a carriage, is made uſe of, to ſell twenty by. They always pretend the carriage to have been but lately built, having then only its firſt or ſecond wheels; but, as a carriage bears no mark, like a horſe, whereby its age may be known to any certainty, yet, by minute inſpection, it may be nearly aſcertained, if the perſon has any experience, and who, always, ſhould make the following obſervations:

SECT.

SECT. 3.

OBSERVATIONS.

FIRST, obſerve the ſhape of the body, keeping in mind the time when ſuch a pattern was in vogue, and compare it with the preſent; and then examine the materials, in particular the timbers of the carriage, for, although well puttied, yet, in ſome particular parts, its infirmity may be very viſible; if old, the futchells in the chaps, at the pole-bolt hole, and at the top where the gib is placed, are rough, and patched with leather; the pole, if the original one, on the ſides and top which go into the futchells, is likewiſe worn and patched, and near the top, unleſs hid with a tin covering, ſee if it is reduced by the horſes gnawing it; look alſo to the tranſom-plates, if they are flat, thick, and clean, and that, by puſhing againſt the coach-box or ſprings, the upper carriage does not rock on them; ſee that the fore axletree bed, and tranſom at the middle, where the perch-bolt is placed, are ſound, and that about the perch-bolt hole there is not much patching with leather; that the ends of the tranſom, where the ſprings and coach-box are placed, look clean and ſound: the ſplinter-bar, if much worn, has the mould-

ing towards the ends nearly effaced; the ſway-bar, and that part of the bottom plate of the perch againſt which it wears, after much uſe, is gulled, and the defect is made up with leather patched on it; the ends of the hind tranſom, in particular where the ſetter is placed, if old, are much gulled. Look on thoſe parts of the hind axletree bed where the ſpring-ſtays reſt, which, if much indented, is old; the hind footboard in the middle, and the fore footboard-ledge, being worn hollow, are always proofs of the carriage having been much uſed. As to the body part, examine principally the bottom ſides, at the ends where the loops are placed, and in the corners of the rabbits, under the door bottoms, where the ſtanding pillars are framed, if very old, they will be rotten and appear rough. The mortices of the door-locks, if gulled, and the bolts of the locks, if looſe on the ſpindles, are proofs of their being old; and ſo it is, if the leather, which covers the roof of the quarters and boot, appears to have been much mended at the welts, or if it has drawn from the ſewings or nailing; the braces ſhould be ſupple and clean, free from patches or cracks at the bearings; the ſteps, if ricketty at the joints, and, when down, if the treads drop under, and the leather with which they are trimmed is dingy, and torn at the joint-knuckles, ſhew them to have been much uſed; the leather alſo which covers the bottom ſides, at the entrance of the doors, if old,

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is rough, and has the grain worn or torn on the outſide; the mahogany ſhutters, or Venetian-blind frames, when old, have their colour diſcharged by the weather, and look of a dingy brown, the glaſs frames in particular; the front ones are, when old, looſe at the corners, the ſides of the groves looſened, and held together only by the cloth which covers them.

Nothing is a better proof than the mouldings of the framings, and the ſcroll ends, or finiſhes of the timber, for if much filled with paint, or defaced, is a certain proof of the carriage having been often painted, and, of courſe, old; the paint will, with a ſlight knock, if not newly done, fly off in ſcales, particularly from the iron-work. Examine well thoſe places in the body round the edges, if the framing, where the wet has been likely to lodge, has not been rotten, and that the ſurface is not made up with putty, or been caſed on the outſide with new pieces of wood moulding, which may be ſeen, if looked cloſely into. In examining the cloth of the lining, obſerve the ſides and back, againſt which the ſhoulders rub, that the cloth is not thread-bare, and that it is free from moth-holes in every part. Of the lace trimmings, notice the glaſs-ſtrings, the hand-holders, and paſting-lace, particularly the ſmall lace which is round the lights or windows.

If the carriage has a coach-box, examine the condition of the ſeat under the hammercloth, alſo the hammer-cloth, and the ends and corners, on the inſide, and, if it has been much uſed, it will be ragged and worn through in many places.

In examining the wheels, look only to the outſide edge of the iron-work which rims them, for their ſtrength in iron; look alſo to the ſpokes at the nave, that they are not ſtarted, and that the wheels are firm on the axletrees: theſe are the general rules to be obſerved when examining a ſecond-hand carriage, without having the opinion of a perſon who is experienced, unleſs the perſon of whom the carriage is bought can be depended on for fair dealing, which is hardly to be expected from thoſe pedling dealers, of whom it is recommended, as a caution, never to buy, without advice from ſome ſkilful perſon, capable of knowing or detecting thoſe impoſitions ſo frequently practiſed on the unwary.

SECT. 4.

ON PURCHASING SECOND-HAND HARNESS.

IN buying old harneſs, ſome caution is alſo neceſſary, though the impoſition therein is not likely to be ſo great as on a carriage, yet little good may

may be expected therefrom; there are many harneſſes made up anew for ſale by thoſe brokers and dealers, but be cautious to buy of them, as they are compoſed of the moſt inferior materials to ſell cheap, which many are induced to believe are bargains, knowing that they have paid a much greater price, without ſuppoſing them to be ſo materially different in their quality: a good, ſound harneſs is much to be preferred to them, in chooſing of which obſerve the condition of the leather, which if mellow, ſoft, and pliable, is good; but if dry, ſtiff, and harſh, is old. See alſo if the grain is cracked, or if the ſewings are gummed up with greaſe; and that the vained marks on the edges are not effaced; and that all the leathers, at the buckling and looped parts are whole and perfect; the trace ends, the collars, the cruppers, the belly-bands, and billets, ſhow beſt at the buckling parts how much the harneſs has been uſed.

The furniture, except the ornaments, uſually remains longer perfect, on account of the manner of plating them, than the leather does; but look to the corners of the buckles, and rings to the terrets, through which the reins paſs; and to the ornaments, the inſide winker-piece, and the head chain; theſe are the likelieſt parts to look to for a proof of the furniture: but the leather is the beſt guide, for if the pipes and ley of the collars, the traces

traces at the points, and the breeching at the ſtraps, are perfect, the harneſs is likely to be a good one, though it ſeldom, after the expence for alterations and changing the ornaments, which neceſſarily muſt be done before it can be uſed, is much cheaper than a new one.

CHAP.

CHAP. VI.

THE DUTIES ON CARRIAGES.

CARRIAGES, regarding them as luxuries, are proper objects of taxation; in particular, as the proprietors thereof are persons supposed better able than others to contribute an extraordinary share to the support of the state. Yet many, however affluent in circumstances, are unwilling to subject themselves to the extraordinary duties, which are so contrived, as to increase very considerably upon every additional carriage that is kept; and, to save so great an increase of expence, keep only one or two carriages, who would otherwise keep three or four, were the duties made to lessen in the same proportion in the number as they are made to advance, many more carriages would be kept than are. An addition would thereby be made to the revenue, and the trade of coach-making would be materially benefited. Gentlemen would likewise have much greater scope for indulging their different fancies than at present, as they certainly restrain themselves from keeping more carriages, merely to save the great increase of annual expence

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in the duties. The following is an abſtract of the ſeveral acts of parliament on the duties to this date, ſhewing what the increaſe of duty upon every carriage is.

FOUR-WHEELED CARRIAGES.

EVERY perſon who keeps a carriage with four wheels, by whatſoever name it is called, pays for the firſt 8l. for the ſecond 9l. and if three or more are kept, pays for each, after the firſt, 10l. which makes after the rate of 8l. for the firſt, 9l. for the ſecond, and 11l. for the the third, as the advance of 10l. is on the ſecond if a third is kept; which is the reaſon many keep only two that would otherwiſe keep three.

TWO-WHEELED CARRIAGES.

TWO or three-wheeled carriages, of every deſcription, however many are kept, are exempt from any advance in the duty, and pay only 3l. 10s. a year for each, of whatever denomination, drawn by one or more horſes.

TAXED CARTS.

BY a late act of parliament, the 35th of Geo. III. every carriage with less than four wheels, drawn by one horse and no more, to be used in the affairs of husbandry, or for the purpose of carrying goods in the way of trade, but which shall be occasionally used for the conveyance of persons, pays only the yearly tax of 11s. providing it is built as under described, and does not exceed the value of 12l. including any subsequent alterations.

To be built only of wood and iron, without any lining whatever, further than the cushion. To have no other sort of covering than a tilt, and to have no springs.

This carriage is to be distinguished from others by having the owner's christian and surname, and place of abode, with the words, "A Taxed Cart" painted, in black and white colours, on the back, or some other conspicuous place, in Roman letters, of one inch in length, and breadth in proportion. But no carriage, however built, shall come within the meaning of this act, where the first, or after alterations make the value exceed 12l. the proof of which shall lie on the owner; and if it shall be built in any respect contrary to the provisions of this act, or shall not be so marked as aforesaid; or if such persons shall refuse or neglect, upon demand,

to produce the ſame for examination, as aforeſaid, he ſhall be liable to the duty of 3l. 10s. as on other two-wheeled carriages.

NEW CARRIAGE DUTY.

BESIDES the before-mentioned annual duties, there is alſo another, called the New Duty, charged on, and paid by, the coachmaker, to the Exciſe, but is ſurcharged by the coachmaker on the proprietor of the carriage; this is, for every four-wheeled carriage, twenty ſhillings; and for every two-wheeled carriage, ten ſhillings—the common taxed cart excepted.

HOW THE DUTIES ARE ASSESSED.

THE duties on carriages are collected by the ſame officers as are appointed to collect the houſe and window tax, and are under the ſame aſſeſſor, ſurveyor, and commiſſioner, to whom all reference and appeals are to be made.

The aſſeſſors are, within fourteen days after their appointment, to give or leave, at the dwelling-houſe of every perſon, within his limits, keeping any carriage liable to the ſaid duties, notice in writing,

writing, requiring them to produce, within fourteen days next enſuing, liſts, in writing, of the greateſt number of carriages kept and uſed by him, and alſo the greateſt number kept and uſed by a lodger, or inmate, in the courſe of the year, ending on the 5th of April preceding ſuch notice; and to expreſs the denomination of each carriage, and it's number of wheels, diſtinguiſhing, alſo, which are kept for private uſe, which to be let out for hire, and which are uſed as public ſtage-coaches. And if any carriages are kept in more diſtricts than one, it ſhall be ſpecified, in a liſt or declaration, the particular pariſh wherein that carriage is meant to be paid for; and if any perſons are aſſeſſed in one diſtrict, and ſhall again be aſſeſſed in another, the commiſſioners within ſuch latter diſtrict, on application for that purpoſe, are required to alter ſuch aſſeſſment, on proof being given that ſuch perſons have paid the duty in another place.

THE PENALTIES.

ANY perſon who ſhall neglect or refuſe to return the liſts when called for, within fourteen days after notice left, ſhall forfeit 10l. and the aſſeſſor ſhall, on the beſt information he can obtain, make an aſſeſſment upon ſuch perſon keeping ſuch carri-

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ages as are liable to the ſaid duties; and ſuch aſſeſſment ſhall be final and concluſive, on the perſons thereby charged, who ſhall not be at liberty to appeal therefrom, unleſs ſuch perſon ſhall prove he was not at his dwelling-houſe at the time of delivery, nor between that day and the time limited for delivering ſuch liſt to the aſſeſſors, or ſhall alledge ſuch other excuſe as the commiſſioners ſhall be ſatisfied with.

If any perſon omit to return in the liſt an entry of any carriage, they ſhall be ſurcharged for the ſame double the duty ſo omitted, one-half whereof to go to ſuch perſon making the ſurcharge.

The inhabitant houſeholder of any houſe where there are any lodgers or inmates, ſhall, within a week after required, by notice, in writing, left at his houſe, by any aſſeſſor or ſurveyor, deliver to, or leave for, ſuch aſſeſſor, a liſt, in writing, of every lodger or inmate who ſhall keep any carriage, to the beſt of his knowledge; and if he ſhall refuſe to deliver ſuch liſt, wilfully omit, or miſrepreſent, any deſcription which ought to be contained therein, he ſhall forfeit 20l.

Families wiſhing to keep two, three, or more, carriages, may ſave the increaſed duty by allowing their relatives to enter them ſeparately as lodgers or inmates.

FINIS.

MUSEUM BRITANNICUM